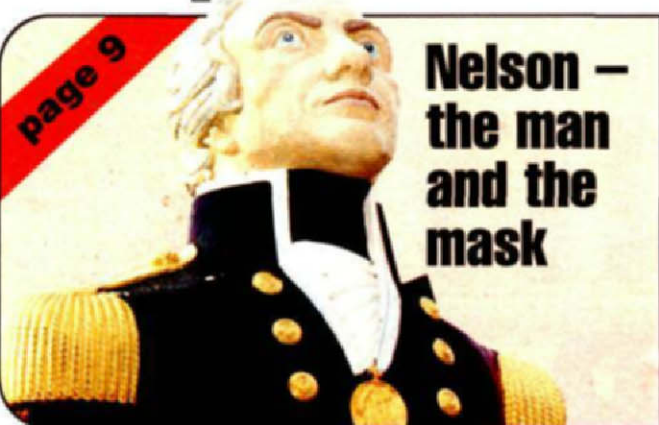




# Navy News

DECEMBER 1995 50p



**Nelson –  
the man  
and the  
mask**



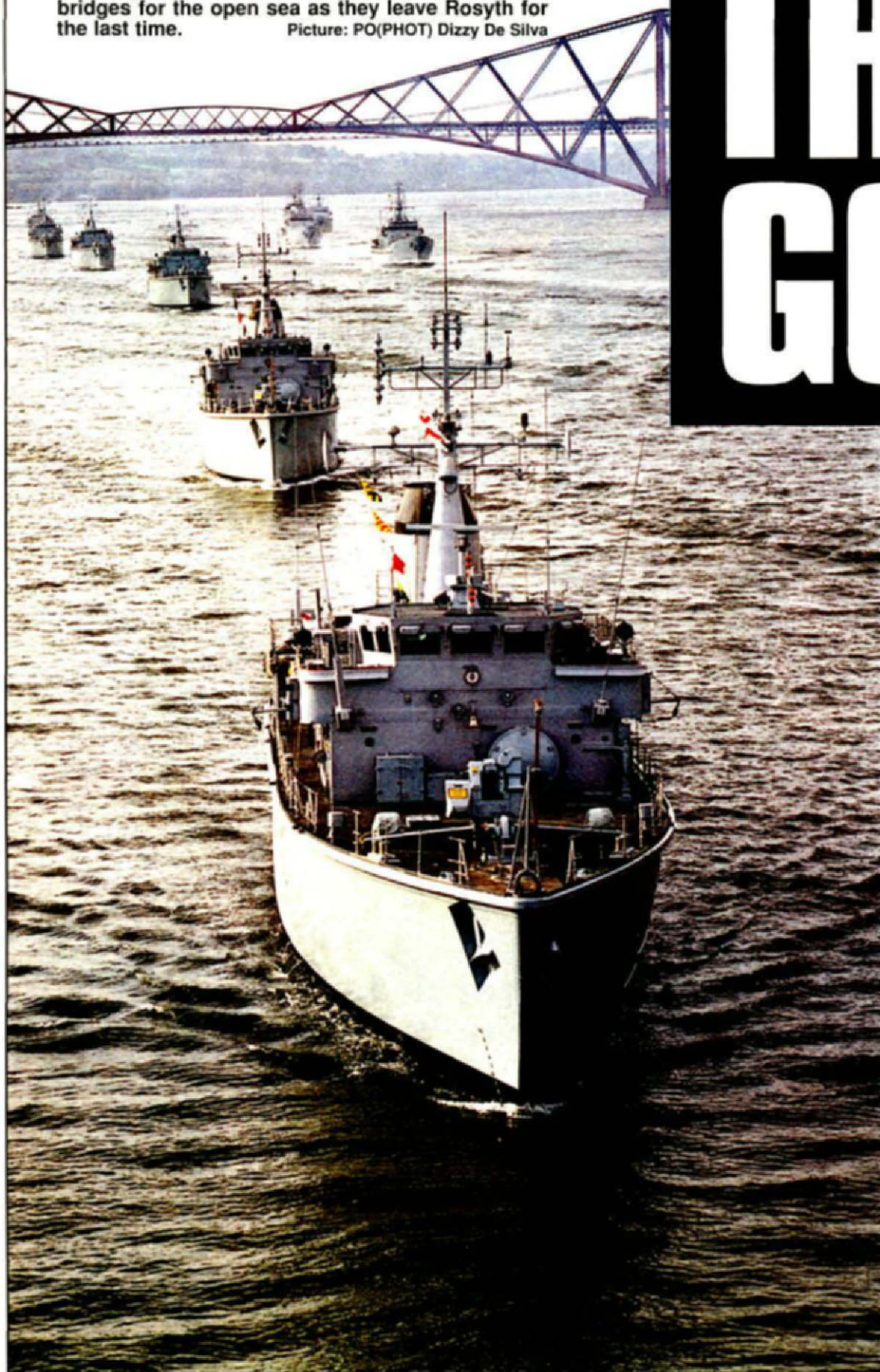
**In the heat of action**  
centre pages

**Navy widow  
Daisy (101)  
enters the  
micro-chip  
age . . .**

page 30



Led by HMS Middleton, Rosyth's minehunters and fishery protection vessels head beyond the Forth bridges for the open sea as they leave Rosyth for the last time.  
Picture: PO(PHOT) Dizzy De Silva



## THE LONG GOODBYE

### 'End of an era' as ships leave Rosyth

TO THE SOUND of wailing sirens the last 14 ships to be based at Rosyth have sailed from the Forth in line astern, their long goodbye ending the Fife base's 86-year history as a haven and maintenance centre for the Fleet.

Passing under the Forth bridges, the little ships of two mine countermeasures squadrons and the Fishery Protection Squadron followed the course taken and retaken by the First World War leviathans of the Grand Fleet, and by other grey protectors in other wars and in other times of slender peace.

As the tune *We Are Sailing* played by the Royal Marines, followed them down river, the ships slipped slowly out of site, leaving in their wake a warm memory, sadness at their going – and a plaque placed below another which marked the arrival of the Navy's minor war vessels flotilla 20 years before.

At the unveiling ceremony before the final departure on November 7, Flag Officer Scotland, Northern Ireland and Northern England, Vice Admiral Chris Morgan, said men and ships from Rosyth had seen action, not only in the two world wars but in the wars of peace – Korea, Suez, the Far East, the Falklands and the Gulf.

#### 'Special place'

"Today marks the end of an era," he said, "an era which saw its genesis in 1903 when the Government of the day decided to create on a green-field site a great northern base and dockyard to counter the ever-increasing strength of the German High Seas Fleet . . .

"There will be feelings of nostalgia for a base that holds a very special place in the hearts of the Royal Navy."

Admiral Morgan, embarked in the minehunter HMS Bicester of the Portsmouth-based Second MCM Squadron, saluted each of the ships as they sailed out of the base, each

### Cardiff visits Beirut

HMS Cardiff has become the first Royal Navy ship to enter Beirut for 27 years.

In a visit that not long ago was unthinkable, the Type 42 destroyer's appearance in the Lebanese capital was a tangible sign of Britain's recognition of the improved situation there and her desire to encourage and assist in the rebuilding of the country.

The ravages of Lebanon's long and bloody civil war are still evident among the scarred buildings, though construction work is gradually erasing the ruins.

Cardiff's three-day visit in mid-

● Turn to back page

● Turn to page 17



# Tony gets on his bike for trans-Siberian odyssey



Lt Tony Brooks plans to pedal from London to the Bering Strait.

IN JANUARY Lt Tony Brooks will leave his desk at the Ministry of Defence and like many others mount his bicycle and pedal away. But unlike others, Tony will not be cycling to the nearest commuter station, but half-way around the world.

His planned 18 months in the saddle will take him across Europe, the Gobi Desert and Siberia to the Bering Strait which separates Russia from Alaska.

Technically he will have to leave the Navy – at least temporarily – to complete the trip which he is making in aid of the Salvation Army.

His mount for the gruelling expedition is a 24-gear Kona Kilanea mountain bike which combines great strength with lightness.

Tony is no stranger to marathon cycling. Four years ago he cycled from John O'Groats to Land's End for the Salvation Army. Now that venture is going to seem very tame compared with what's ahead of him.

His route will take him across France, Belgium, Luxembourg, Germany, Austria, Hungary, Romania and Bulgaria. He will pass through Turkey, Iran, Pakistan (by May) and China.

He will spend the winter in Beijing, leaving to cross Siberia in the spring of 1997.

Tony told *Navy News*: "I've always enjoyed cycling, keeping relatively fit and travelling, so a cycle trip seemed an ideal was to combine the three."

He said every penny raised will go towards the Salvation Army. Donations may be sent to The Hon. Treasurer (Bering Strait Expedition), Lt Mike McGuire RN, The Wardroom, HMS Dryad, Southwick, Fareham PO17 6EJ. Cheques should be made payable to The Bering Strait Expedition S.A.

## UNIVERSITY PLAN FOR GREENWICH

PLANS to open the site of Greenwich Royal Naval College to a million tourists a year have been announced by the University of Greenwich, whose bid to take over the historic buildings is supported by the National Maritime Museum.

The ambitious scheme, which involves facilities for 2,000 students and free access to the public, was unveiled when the deadline for bids for Greenwich Hospital expired on November 15.

The University was the only one of eight bidders to publicly announce its intentions should they be granted a 150-year lease when the RN College leaves in 1997. It is understood that a few late bids, which the Ministry of Defence says will be treated sympathetically, may take the final number slightly higher.

A spokesman for MOD said that the first phase of the transfer of the college was completed with the generation of ideas for its future.

"Now we are in the phase of detailed evaluation of those proposals," he said. "We will draw up a shortlist of serious runners who will be asked for the hard details of their projects."

A decision is unlikely before the middle of next year, and will be made by an assessment panel involving representatives of MOD, the National Heritage Department, English Heritage, the Government Office, Greenwich Hospital and other interested parties.

Before the deadline for bids had expired, the Prince of Wales met Defence and Heritage Ministers to discuss the long-term future of the site.

Prince Charles held an hour-long private meeting with Armed Forces Minister Nicholas Soames and Heritage Secretary Virginia Bottomley at Greenwich after touring Sir Christopher Wren's 17th century buildings.

## Legion in plea over rules on benefit

THE ROYAL British Legion is backing a campaign to persuade the Government to change benefit rules that lead to some ex-Service people and widows losing most of their war pensions.

At present local authorities have a discretionary right to include war disability pensions in assessments for housing benefit and income support. They also may take war widows' pensions into account if awarded for bereavement before 1973.

Most local authorities disregard the whole of the payments, but a quarter do not and, under the law, they must disregard only £10 a week pension entitlement.

Press reports that the Department of Social Security is studying the cost of protecting pensions from benefit assessment were described as speculation by a DSS spokesman.

### Optimistic

However, the Legion is optimistic that the Government will act.

"Costs have been estimated at £3 million, but as pensions are disregarded in 75 per cent of cases, that could be much less," said a Legion spokesman.

"Only one in ten pensioners are affected adversely, but the rules for them can be very unfair. In areas where the council does not operate a complete 'disregard' system, a war disability pensioner on income support may not only lose all but £10 of his pension, but because he is a war pensioner he also loses entitlement to free prescriptions and free school meals for his children."

"That could leave him worse off because he has a war pension"

## Unique letter from Nelson makes £8,400

A LETTER written by Nelson shortly before his death at the Battle of Trafalgar has been sold at auction for £8,469 – almost six times its expected value.

What makes the letter unique among Nelson memorabilia was that it criticised his servant, a sailor named Thomas Allen, who had waited on him and nursed him through his injuries.

The letter, sold by auctioneers Phillips, has apparently never before been published. It was written to the Rev. J. Glasse who had asked for a reference for Allen.

Nelson wrote of Allen: "Although I kept him about me yet I fear he did not make a very grateful return to my kindness to him."

## Chilling encounter

SAILING further south than she has ever done before, HMS Westminster has been encountering icebergs and Antarctic wildlife during her duties as South Atlantic Guardship.

The frigate secured at Grytviken, South Georgia in November, giving members of the ship's company an opportunity to attend a service in the

church at the abandoned whaling station. The All Souls Day service was conducted by the ship's chaplain, the Rev. John Hill.

After completing the resupply of the garrison at King Edward Point, Westminster made her way down the spectacular Drygalski Fjord, escorted by a family of killer whales.

Picture: Cpl Caulfield RAF



## Ban on gays is upheld

EXCLUSION of homosexuals from the Armed Forces has been upheld by the Appeal Court. Four former members of the Services, who had been administratively discharged, lodged the appeal against a High Court decision made earlier this year.

In his Appeal Court judgment, Master of the Rolls, Sir Thomas Bingham, said the appellants' claim that the Armed Forces policy on homosexuals was irrational could not be substantiated. However, he said there had been a trend towards greater understanding and tolerance of homosexuals which was an important feature of the case.

## Space college in bid for Mount Batten site

THE FORMER officers' mess site at Mount Batten, Plymouth may become Europe's first space college if a £21 million plan for its development goes ahead.

Plymouth Development Corporation have selected as preferred developer Astral Space College which proposes to establish an educational and leisure centre devoted to the study of space technology, science and exploration.

A 100,000 sq ft complex is planned, including a themed playground, footpaths and a visitor centre. Funding will be co-ordinated by Hambro Bank.

The developers will have to provide detailed plans within six months, and if the project goes ahead the college could be open in 1997.

## Falklands search for missing Marine's body

POLICE in the Falkland Islands are to search three sites for the grave of Mne Alan Addis who went missing 15 years ago.

Supt Ken Greenland, who heads the Falklands police force, confirmed to *Navy News* that the search is based on information received earlier in the inquiry.

Investigations into the disappearance of Mne Addis (19) were reopened this year following his widowed mother's long campaign for an inquiry.

Detectives from Devon and Cornwall Constabulary were called in by the Falklands police to assist. Soon after, four male islanders were arrested on suspi-

cion of murder but have since been released without charge in the light of a report by the UK team.

"With the Falklands summer here we have good weather to carry out a search," said Supt Greenland.

"When that is complete and when other investigations are complete, unless there is new evidence we shall probably call a halt."

Any new leads would, however, be investigated, he said.



# Shiny Sheff trials spin dhobi

WHEN HMS Sheffield returned from her long deployment last month she brought back with her some of the latest equipment to be tested at sea – a washing machine and spin drier.

The Type 22 frigate was chosen a year ago to trial two washing machines, a spin drier and a tumble drier at sea as part of Royal Navy plans to change the system under which clothes on board are washed by Chinese laundrymen from Hong Kong.

When the Crown Colony is handed back to China in 1997 the current system of vetting could not be carried out as thoroughly.

The two main options for change are either installation of launderette systems or introduction of a Government-operated contract scheme which would continue the personal touch.

The latter could result in retention of the services of the Chinese laundrymen, as they would probably be eligible to bid for the work.

HMS Sheffield's mini launderette was thoroughly tested during her Far East deployment lasting more than seven months, but whether a launderette system would be a practical option has yet to be established.

## Own food

"Sheffield still has her Chinese laundryman who worked on board with the new washing machines," said a Royal Navy spokesman. "Although there will have to be change before 1997, no specific date has been set for a decision to be made."

About 100 Chinese laundrymen work in Britain's Naval surface ships, each vessel of frigate size normally having one or two Chinese laundrymen with larger ships employing more. They work on the lower deck aft, are funded

through the charges they make for laundry service and buy and cook their own food.

The system has existed for more than 60 years, starting when squadrons of British warships served for years at a time on the China Station. Although as civilians they have no military duties, the dhobi workers share the dangers and hardships of the ship's company, two of them being killed when HMS Sheffield and Coventry were destroyed in the Falklands War.

Departure of the laundrymen would be generally regretted by Naval personnel who greatly appreciate their traditional role.

## Mountbatten music dates

FOR THE 24th year running the Massed Bands, Corps of Drums and Fanfare Trumpets of the Royal Marines will present the Mountbatten Festival of Music at the Royal Albert Hall on February 14, 15 and 16 at 7.30p.m. All proceeds to the Malcolm Sargent Cancer Fund for Children and RM and RN charities. For tickets from £5-21 tel 01705 547205.

● The Royal Marines will be performing free at HMS Nelson on December 7 at 8p.m with donations requested for the RN and RM Children's Trust.

HMS NOTTINGHAM's was the first successful Sea Dart firing under Flag Officer Sea Training's auspices since the move from Portland to Plymouth. Two 1.5 ton British Aerospace-built missiles were directed at a remotely controlled target 30 miles away travelling at 450mph. Having completed her basic operational sea training and shown off her air defence mettle, the Type 42 destroyer will visit Amsterdam and then Sunderland this month.



## Nott's darts

## Wet welcome for a new Trafalgar

HM SUBMARINE Trafalgar has been rededicated at Devonport after three years in refit.

Bad weather drove the ceremony, attended by more than 300 guests, into the drill shed in HMS Drake.

Chief guest was the sponsor of the nuclear-powered fleet submarine, Lady Midge Fieldhouse, widow of Admiral of the Fleet Sir John Fieldhouse.

The event was supported by Sea Cadets from TS Trafalgar and music was provided by volunteer bandsmen from HMS Drake and RN air station Culdrose.

Guests included the Mayor of Lancaster – the submarine's affiliated city – and Plymouth naval base commander, Commodore Michael Johnson.

At a buffet at the China Fleet Club, the rededication cake was cut by the boat's youngest rating, AB David Edwards, and Mrs Diana Gower, wife of Trafalgar's Commanding Officer, Cdr John Gower.

## Plus a drop of Ho's yo ho ho

HMS ALDERNEY's sponsor Lady Jungius visited the ship at Falmouth during a well-earned standoff from Fishery Protection patrol to help LCK Ho stir the ship's Christmas duff – and add a suitable measure of rum.

Lady Jungius, who lives nearby at Mylor Churchtown, launched the Alderney in 1978.

## Special Boat Service stays at Poole

THE SPECIAL Boat Service is to stay at RM Poole.

Armed Forces Minister Nicholas Soames told local and other interested MPs last month that it had been decided to keep the SBS and its Support Squadron there following a reassessment of security and operational factors.

The future of RM Poole has been under study since 1992 and under 'Front Line First' it had been intended to close it.

Now it will remain, together with 148 Forward Observation Battery, Royal Artillery and the RM Landing Craft Wing.

## Reductions

The small Joint Warfare Staffs will, however, be relocated by April 1996 for operational reasons and to make some reductions in RM Poole's HQ staffs.

## Jim's free show on film

NAVAL personnel in Belfast were treated to a visit by comedy star Jim Davidson, before seeing his free show for the Services.

Jim called at Moscow Camp, headquarters of Senior Naval Officer Northern Ireland, where he was the guest of the senior rates and sergeants mess.

The visit was filmed and is planned to be screened late next year as part of a series showing Jim entertaining the Services at home and abroad.

## IN BRIEF

HMS Beaver became the first Type 22 Batch II frigate to take Officer Cadets for Initial Sea Training last month.

HMS Illustrious welcomed back 160 former members of her ship's company and that of her predecessor, the fourth Illustrious launched in 1939 and in service until 1957, to be entertained on board at Portsmouth.

CDRE Sandy Backus has taken over from Air Cdre P.G. Johnson as Commander British Forces in the Falkland Islands.

AN INJURED bullock stranded on a narrow footpath on the Lizard, Cornwall was airlifted to Predannack Manor Farm by a helicopter from 771 Sqn, RN air station Culdrose.

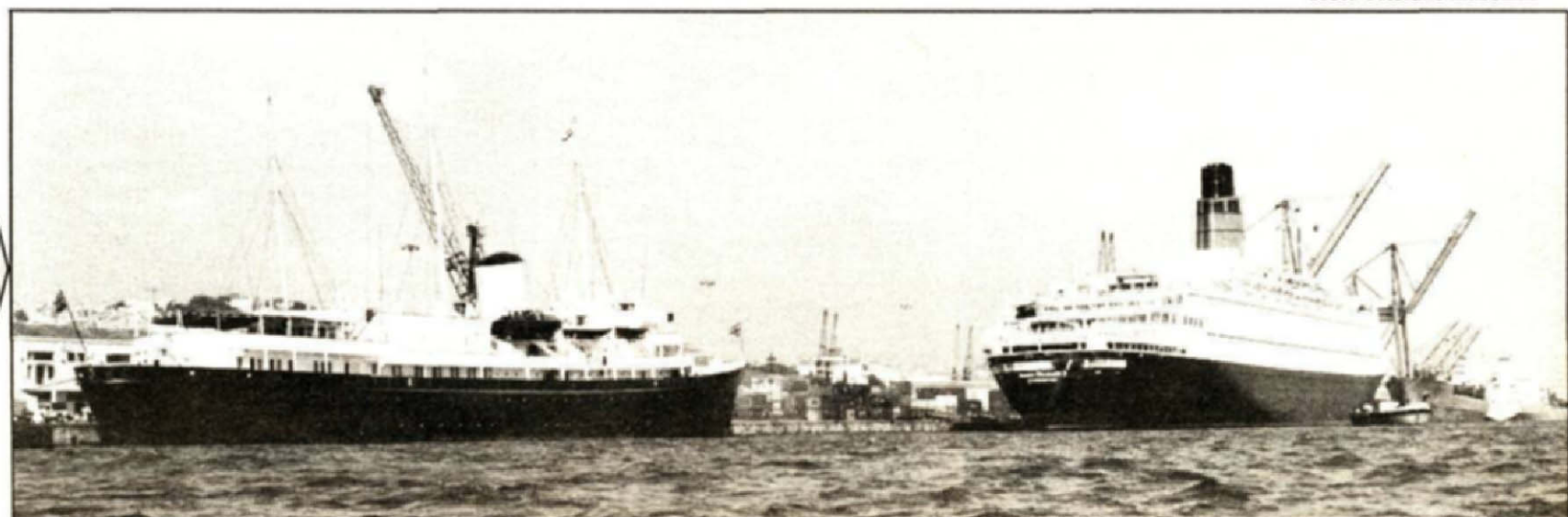
FOUNDATION stone of the long-awaited 234 bed junior ratings accommodation building at HMS Dryad, due for completion in April next year, was laid by the Second Sea Lord and C-in-C Naval Home Command Admiral Sir Michael Boyce.

HMS BRILLIANT has delivered a painting of HMS Orion, Hotspur and Kimberley under attack off Crete in 1941 as a gift from the HMS Orion Association to the Battle of Crete Veterans Museum.

## Queenly pair at Lisbon

ON HER way home from the Mediterranean HMV Britannia berthed with the QE2 at Lisbon, attracting large crowds of interested passengers from the 70,000 ton liner.

Reports that the yacht might go to Hong Kong for the handover to the Chinese in 1997 have been described as "speculation" by the Ministry of Defence.







## Drafty... CND's Christmas message



# Signs improve after bitter pill is swallowed

BY THE time you read this I shall have been in post as Captain Naval Drafting for about five months.

I took over a week before the latest redundancy announcement - not the most auspicious of starts and one which I was only too well aware during my early days in the job, left some of you with a very bitter pill to swallow.

For the majority of those selected though, the volunteers, it provided the means to leave the Service with something of a cushion to manage the transition to another career.

From Drafty's point of view, the redundancy programme has meant more turbulence when what we all crave for is a period of stability. But the drafting teams have been working hard to reduce the pain to a minimum and to try to help those who wish to leave early to do so.

For those whom we have been unable to please in this respect, I apologise but until the flow



Captain Naval Drafting,  
Capt Bob Rowley

through the recruiting pipeline builds up again there are some categories where we have to retain your services until the final date.

### Balancing act

I have learned very quickly that manpower calculations are complex and invariably there is not a simple answer to a seemingly simple question.

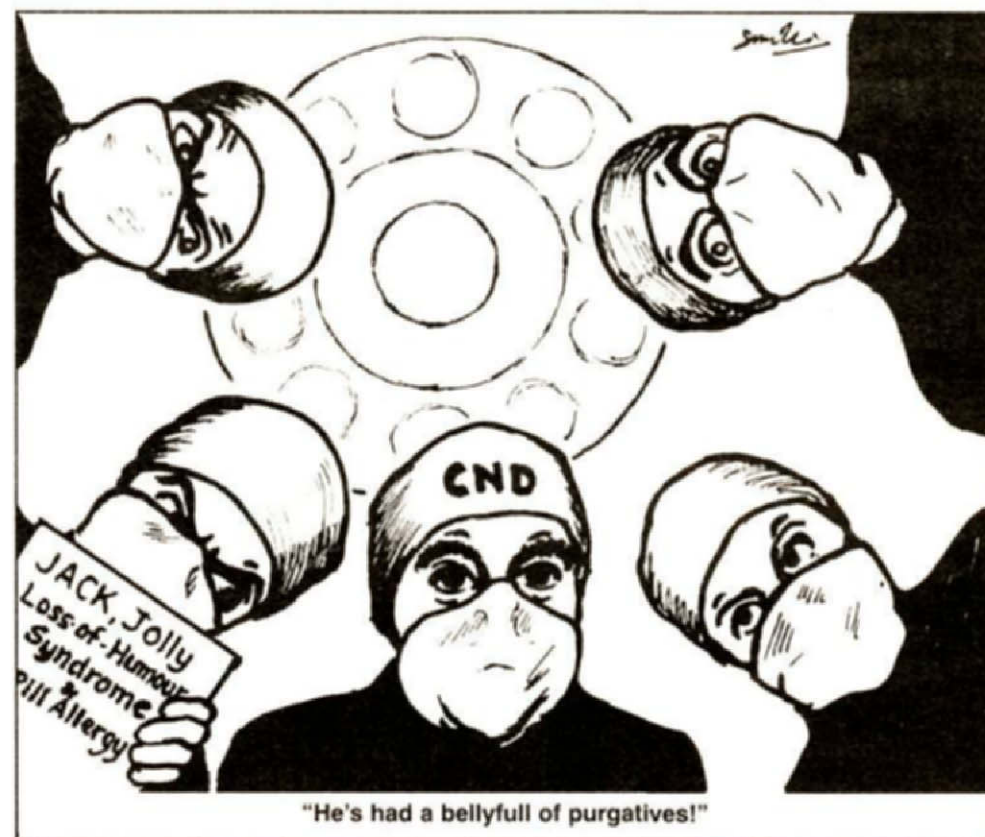
Drafting is always a balancing act. We are trying to serve employers and employees, ships and shore establishments. We continually strive to strike a balance between preferences and the need to ensure that gapping of billets is equitable.

We do occasionally get nice letters or phone calls (and they really do make our day!) but we do understand the problems which all of you feel at the sharp end when, despite our best endeavours, a billet is gapped or you are drafted out of preference to fill it.

Realistically though, over the past three years or so we have had no option but to turn off all the taps to drive down numbers.

With the end of the Cold War we were simply not able to stay as we were, despite the fact that in many ways the world is a less stable place.

Although we still have some way to go, we are now seeing the



first signs of being able to control our numbers without resort to quite such draconian measures.

### Promotions

The promotions to CPO in October were of a larger order than we had seen for a while. Although many advancement rosters are still long, this will do something to reduce them, not dramatically, but it is a step in the right direction.

November saw the return of a limited amount of Second Open

Engagement. This was carefully controlled to avoid negating advancement and promotion prospects lower down but has allowed us to retain in the Service for longer, some valuable, expensively trained, expertise which we could not afford to lose.

Within Drafting Division, we now operate with a new "lean and hungry" organisation in a refurbished Centurion Building which, contrary to rumour, isn't falling down.

Sadly, the reorganisation has meant the demise of separate General Service WE Drafting area and drafting of WE ratings has been dispersed between Warfare Branch drafting (for mechanics) and the new General Service Engineering area for Artificers.

We have retained all submariners under one area by combining with S&S under a Commander (S) (SM).

For all branches we do our utmost to provide the best service possible and my staff on all the drafting desks often work some very long hours to achieve it for which I thank them sincerely.

### Good fortune

We don't pretend that we are perfect though, and we are working hard to develop methods to analyse our own performance more accurately. In the coming year we expect to see some of our labours coming to fruition and we hope that we can provide an even better service to our customers, both employers and employees, in 1996.

Whether you are together or apart, I hope that all of you and your families enjoy a very happy Christmas and that the New Year brings you good fortune and the draft you hope for!

Captain Naval Drafting,

## ...and from the Naval Secretary



Rear Admiral Alan West

AS MY time as Naval Secretary draws to a close, I am able to look back at the past two years with a feeling that much has been achieved.

I believe that our new organisation, which has brought drafting officers' appointing manpower and management together under my stewardship and sited close to the coalface in Portsmouth and Gosport, has allowed a coherent approach to these matters for the first time.

The operational effectiveness of the Fleet and the shore support which is so critical to it have been my

prime concerns and despite the difficulties imposed by turbulent times, it has been a fascinating and rewarding period.

I shall leave with mixed sentiments. I have many regrets at leaving the manpower scene which is so crucial for us all, but I am very much looking forward to becoming a sea-goer again myself in which role I shall enjoy meeting many more of you.

Wherever you are serving, I hope that you and your families will have a very happy Christmas and a highly successful New Year.

## Wardroom guest finds forebear's lost VC

A VISITOR to HMS Nelson's wardroom discovered a Victoria Cross awarded to her great-great-grandfather in 1862.

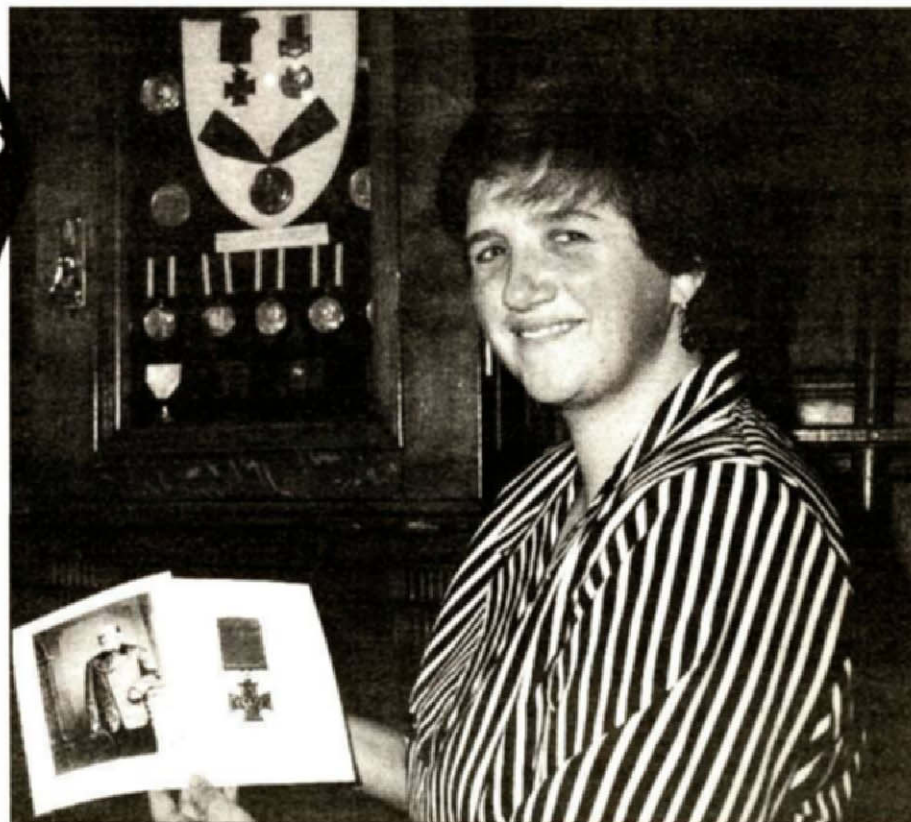
Anne Pullinger, from Portsmouth, had heard of the heroic exploits of her ancestor George Hinckley, but had no idea where his VC was until she visited the wardroom on an open day.

Able Seaman Hinckley was in the sloop HMS Sphinx and won the gallantry medal for saving the lives of two Royal Navy officers during an uprising in China.

### Original

The original VC was soon lost but the medal in HMS Nelson is believed to be a copy that disappeared shortly after AB Hinckley's death in Plymouth in 1904 at the age of 85.

It is on display in the wardroom in a locked cabinet with a collection started there in 1925, and staff are arranging for the medal to be examined further to confirm its authenticity.



Mrs Anne Pullinger who was delighted to discover her great-great-grandfather's Victoria Cross on display when visiting HMS Nelson's wardroom.

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# Monmouth returns

SIXTH of the Royal Navy's Type 23 Duke-class frigates, HMS Monmouth returned home in early November after a seven-month deployment to Australia and South-East Asia.

Built by Yarrow Shipbuilders on the Clyde, she was commissioned in October 1993 and is a member of the Devonport-based 6th Frigate Squadron.

The frigate is the mainstay of the surface fleet in the modern Royal Navy. The Type 23s retain the traditional speed and scouting capability of frigates, but are more heavily armed than ships of similar size serving with other navies.

Extensively automated and leanly manned, Monmouth and her sister ships have fully computerised weapons systems and sensors. Their main machinery and electrical distribution systems are similarly computerised.

To operate, repair and maintain the complex equipment on board requires high levels of professional knowledge and every member of the ship's company has a vital role to play.

HMS Monmouth's operations branch personnel man some of the most modern sensors and weapon systems in the Royal Navy. The missile division controls the vertical launch Seawolf anti-aircraft and anti-missile system, together with the Harpoon anti-surface missiles and the 4.5in Mk 8 gun.

The ship is fitted with Sonar 2050, a hull-mounted, omni-directional, medium-range active sonar with an improved passive capability, and Sonar 2031, a long-range, passive, towed array sonar.

She also has the UAF Electronic Warfare System, a passive surveillance system capable of giving the command information about hostile or friendly radar emissions, and a General Purpose Electro-Optical Director, used to provide target data for the 4.5in gun's fire control system.

## Surveillance

Monmouth has three radar systems: 996 is a long-range, three-dimensional surveillance radar providing video information for display and target information for the weapon systems; 1007 is a high-definition radar used for navigation; and Radar 1010/1011 provides a positive means of target identification and a positive identification of the ship to other similar systems on request.

Communications are covered by ICS6 and SCOT. The former is an Integrated Communications System providing VLF and LF receive facilities and MF, HF and VHF transmit and receive facilities for voice, morse, teletype and data signals. The SCOT satellite system provides 24-hour world-wide communications.

The Duke-class frigate's helicopter – the Merlin EH101 once it comes into service and currently a Lynx or Sea King – is a potent weapons platform, able to carry torpedoes and missiles in an anti-submarine or anti-surface ship role. Monmouth is versatile but principally designed for anti-submarine operations using the towed-array sonar to detect the enemy at long range.

The helo can be directed by the ship's aircraft controller into a position where the crew will use sonarbuoys or dipping sonar to pinpoint a submarine's position. After that the aircraft can track the submarine and destroy it with torpedoes if ordered to do so.

## Bombardment

In wartime Monmouth could also be tasked to use her long-range Harpoon missiles against enemy ships or to provide bombardment support to forces ashore with her 4.5in medium-range gun.

The ship's design incorporates many stealth features making her a difficult target for the enemy to find. Should she come under attack she could use her Seawolf system to engage aircraft or missile targets. Other self-defence systems include the use of decoys.

Monmouth's main machinery comprises GEC Electric Propulsion Motors and two sets of Rolls-Royce Spey gas turbines, each set driving a shaft and a fixed-pitch propeller.

Quiet, low speed running is derived by the propulsion motors alone, which are powered by any combination of four Paxman diesel generating sets. Sprint speeds of over 28 knots are obtained by clutching in the two Speys through a GEC gearbox.

This Combined Diesel Electric and Gas Turbine (CODLAG) arrangement is unique to the Type 23 and allows the propulsion and generating machinery to operate efficiently at their optimum levels.

At the heart of Monmouth's other systems is the advanced, computer-based command system. She has an interim version fit.

Nearly 18,000 different stores items are held in six major store-rooms on board and this stock is valued at over £1 million. Most of these items are spares, vital to support the ship's various systems.

Cooking is undertaken in the single galley, from which it is served to the two dining halls or transferred to the wardroom.

Extras such as chocolate bars, beer and shoe polish are available from a Naafi shop, managed by one of the two civilians on board. The other is the laundry manager.



## Facts and figures

Pennant no: F235. Builder: Yarrow Shipbuilders, Glasgow. Launched: November 23, 1991. Sponsor: Lady Eaton. Standard displacement: 4,000 tonnes. Length overall: 133m. Length at waterline: 123m. Beam at waterline: 15m. Ship's company: 185 – 17 officers, 57 senior rates and 111 junior ratings. Propulsion: Diesel electric and gas turbine. Armament: 4.5in Mk 8 and 2 x 30mm guns; Harpoon and Seawolf missiles; 4 x fixed torpedo tubes. Aircraft: 1 x multi-role helicopter.

POSTCARDS of Ships of the Royal Navy are available at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced £7 and a standing order for the supply of each of 12 cards on publication may be arranged on receipt of £10.50, or £12.50 overseas. Prices include postage and packing, and postcards will be dispatched on receipt of stamps, postal order, cheque or credit card details. Our postcard series began in 1956.

## Most honoured of names

FEW other ships have as many battle honours as HMS Monmouth.

First of the six predecessors of the present ship of the name was an eight-gun yacht built in 1666. The second, a 66-gun third rate built at Chatham the following year, had an extremely distinguished record, seeing successful action at Texel, Barfleure, Vigo, Gibraltar, Velez Malaga, Finisterre, Ushant, Foudroyant and Belle Isle.

When she was finally broken up in 1676, a newspaper of the time recorded, "There was no ship she ever chased that she did not overtake; there was no enemy she ever fought that she did not capture."

## Distinguished

The third HMS Monmouth, a 64-gun third rate, was built at Plymouth between 1767 and 1772. She again had a distinguished career, gaining battle honours at Sadras, Providien, Negapatam and Trincomalee.

In 1796 she was fitted out as a prison ship at Portsmouth and renamed *Captivity*. She was broken up there in 1818.

The fourth ship of the name, another 64-gun third rate, was built on the Thames in 1796. She saw successful action at the Battle of Camperdown, when the Dutch invasion force was destroyed, and at Egypt. She was also with

Nelson at the blockade of Toulon in 1803. Laid up at Deptford from 1815 to 1834, she was then broken up.

The fifth HMS Monmouth was originally built as the fifth rate *Hotspur* at Pembroke and launched in 1828. Her name was changed to Monmouth in 1868 and she was employed as the Roman Catholic chapel at Devonport. She was sold in 1902.

An armoured cruiser built on the Clyde in 1901 next assumed the name. In January 1914 she had been reduced to the reserve, but that August, after mobilization, she joined the 5th Cruiser Squadron and sailed for the South East Coast of America Station.

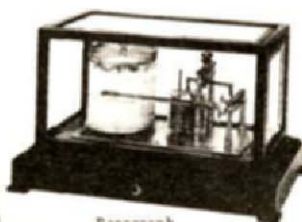
On November 1, off Coronel, Chile, HMS Monmouth in company with HM ships Good Hope and Glasgow encountered Von Spee's more powerful squadron. Monmouth was sunk by the German cruiser *Nürnberg* with the loss of all hands.

Monmouth's sixteen battle honours are: Sole Bay 1672 Texel 1673 Barfleure 1692 Vigo 1702 Gibraltar 1704 Velez Malaga 1704 Finisterre 1747 Ushant 1747 Foudroyant 1758 Belle Isle 1761 Sadras 1782 Providien 1782 Negapatam 1782 Trincomalee 1782 Camperdown 1797 Egypt 1801.

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# Somewheres east of Suez. . .

IN THE August issue it was stated in the article on the Japanese surrender in South East Asia that all remaining Japanese forces surrendered to Mountbatten in Singapore. This is not quite true.

We also took part in the surrender ceremony of Japanese forces in French Indo China, in Saigon. The senior RN officer who accepted the surrender was Captain T.I.S. Bell who was Senior Officer Assault Group Force W. After the ceremony we were all presented with a Japanese ceremonial sword.

I was in Navy Party 2422 on HMS Waveney and as soon as the landings at Port Dixon and Port Swettenham were finished we raced round to Saigon to take aid to the POWs and to open a signal station.

Waveney was the first Allied ship to enter Saigon – and we were very surprised to see armed Japanese soldiers with fixed bayonets on every street corner.

General Gracey had radioed to the Japanese C-in-C to maintain law and order until British forces arrived as the Annamites did not want the French to take over their country.

We were granted shore leave – and it was unnerving to pass the Japanese soldiers, armed to the teeth. They would bow as we passed and we returned the salute. It was quite reassuring when the RAF Regiment flew in – the first British troops to arrive.

All was peaceful for a couple of weeks until French naval units and troopships packed with soldiers arrived. Trouble started straightaway. At first British forces were not involved, but it was not long before there was 'an incident' in which several RN boys were killed.

This became the start of the civil war between the Annamites and the French which eventually escalated into the Vietnam War.

We had opened up a signal station on top of the old French barracks. One night, when signalling by lamp to a ship at Pending a few miles downstream, we were fired upon with small arms from the other side of the river.

This forced us to give the Morse signal for 'wait' – we would try to send the message at a safer time. Meanwhile we were given a sandbag wall for protection.

As the fighting became heavier and spread further the French and

British were finding it more difficult to supply enough troops – so the 'powers that be' decided to arm Japanese prisoners to fight with them against the Annamites.

I wondered what the British soldiers, many of whom had served in the horrors of the Burma campaign, thought of their new allies. – J.A.Tate, Great Yarmouth.

I WAS intrigued to see a photograph of "Jenny Side Party" (October issue). I too was in Hong Kong in 1945, in the minelayer HMS Ariadne, and met several of the girls who worked for her.

One day I asked one of them if she would buy me a rush mat for my office – but she didn't seem to understand me.

The next morning when she came on board she handed me a letter which I have kept ever since. It said: "Dear sir, yesterday you tell me to buy something but I don't know the meaning. Will you please write down a paper to let me know and then I buy for you. Many thank if you allow to write a paper and what kind of thing you buy. I am, dear sir, yours faithfully servant, Jenny side party boat."

I was given to understand at the time that Jenny had gone to the village scribe and paid to have this note written for her, so that the little girl could hopefully fulfill my request.

My mates and I were chuffed to think that Jenny and her crews would go to so much trouble for a British sailor.

I received a Christmas card from her in 1946 when I was back home in England. The envelope only carried my name, the street and the number and the county – no town. To this day I am intrigued by the whole thing. – H.Leeson, Paignton.

THE PHOTOGRAPH of Japanese officers awaiting questioning after the liberation of Hong Kong (Letters, October) does not show Royal Marines from HMS Anson – they were from HMS Indomitable based at Kowloon and I am the Sergeant RM in the picture.

A copy of this was given to me, along with a photograph of the Japanese officers facing the captain of the Indomitable across the table. I was standing directly behind him. – L.H.Batty, Sheffield.

● Picture, left: Japanese envoys arrive on the quarterdeck of HMS Indomitable, Capt J.A.S.Eccles on the left.

## New name for Oliver

WHEN my mother died I was two years old. My father, not wanting to cope with five children under the age of seven, placed us in the care of the Social Services.

My childhood was spent in various homes and orphanages. As soon as I was old enough, I set to sea with my first real family, the Royal Navy.

Having been christened Oliver John Wright, once in the RN I became known to my friends as 'Shiner' – and not having 'folks at home' to retain my proper name, I remain Shiner to this day.

I have often wondered how nicknames like mine – and 'Pincher' Martin and 'Bungy' Williams and so on came about. – O.J.Wright, Clevedon.

'Shiner' Wright is presumably Cockney rhyming slang – 'Wright' with 'light' – and the origins of Service nicknames like 'Dusty' Miller and 'Chalky' White are likewise pretty obvious. But a number are derived from naval characters and traditions.

The original Pincher Martin was an Admiral Martin with a reputation for discipline generally – and in particular for 'pinching' (meaning catching out) errant midshipmen.

Bungy Williams comes from the cooper or tankey who was always called 'Billy' – hence Williams – Bungs' – Ed.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

I LEFT the RN in June 1994 as one of many redundees and I was not at all worried about being 'outside' as I had previously successfully completed some civilian exams which would allow me to enter Napier University in Edinburgh to study full time for an HND in Electrical and Electronic Engineering.

It was a shrewd move on my part to choose to study. I tried to obtain a summer job this year, but without at least an HNC EEE no employer would seriously consider me for even a 'lowly' technician's job.

All I was offered in the electronics industry were 'operators' jobs. These are mundane assembly jobs and I guarantee you that no qualifications are required.

If you want to be an engineer you have to qualify – you can't just tell yourself you are one until you have at least an HNC on paper.

So if you are an engineering mechanic (any rate applies here as employers don't discriminate between chiefs or acting leading hands etc) and you want an engineering career – as opposed to a job – after you leave the RN, do an HNC part time before you leave for the sake of your own future.

Competition is tough out here and experience with a qualification always beats experience on its own. – S.A.R.Ritchie, Edinburgh.



## Letters



# Engineering a better career

## All in the family

The Naval Resettlement Office comments:

"We encourage Service personnel to improve their academic and professional qualifications through in-house, correspondence and day release training to gain, in some instances, the qualifications mentioned.

"A number of people even manage to gain a degree through the Open University, which in itself opens many doors which otherwise would remain closed.

"We also emphasise the value of National Vocational Qualifications as an avenue to explore, particularly for those people with considerable experience, but no recognised technical, administrative or managerial qualifications.

"This at least gives them an opportunity to gain recognition in this way on a professional footing."

I HAVE just returned from attending the Royal Naval Patrol Service reunion held at Lowestoft and would like to express through *Navy News* how good it was to have the crew of HMS Hurworth join us for the last few days, to take part in the march through the town and the service at the Patrol Service War Memorial.

Everyone was impressed by the manner in which the whole ship's company joined in with our celebrations, making us feel like one big family again.

They told us they were proud to be with us – we also felt proud to have them alongside us. – T.Bryant, Walworth.

## Why Excellent was left uncrowned

I AM intrigued by the fact that the crest of HMS Excellent is not surmounted by the Sail Crown – or any crown, for that matter. Can you give a reason for this omission? – W.G.Keeble, president Johannesburg RNA.

Lt Cdr Brian Witts, HMS Excellent historian writes: When British ships and establishments first carried badges or crests is not known, but it is known that no official sanction was given until towards the end of the First World War.

Up until that time there was a very large number of badges in use. Being unofficial, they depended for their design upon commanding officers, who were also permitted to choose the crest designed for the gun tampion.

Although no records can be found, it must be assumed that the HMS Excellent crest was designed during this period, possibly as a tampion which would account for the lack of a crown.

In 1918 this state of affairs was considered unsatisfactory and the Admiralty formed a committee under the Naval Secretary to design official badges and to approve existing designs. The Excellent crest was not changed at that time.

In 1937 the work was taken over by the College of Heralds and the 'Naming Committee' was formed on a part time basis at the Admiralty. The final approval of a ship's name and design of the crest rested with the Sovereign.

In 1967, in order to regularise the crests in use throughout the naval establishments, a drawing had to be forwarded to the Admiralty, who then produced a coloured facsimile of their approved drawing. This greatly differed from Excellent's submission in that a crown had been added with the word Excellent inserted beneath it, but without the 'HMS'.

The Captain at that time decided that the work involved in changing all the crests in the establishment would be too costly and directed that no further action be taken. The crest remains the same to this day.

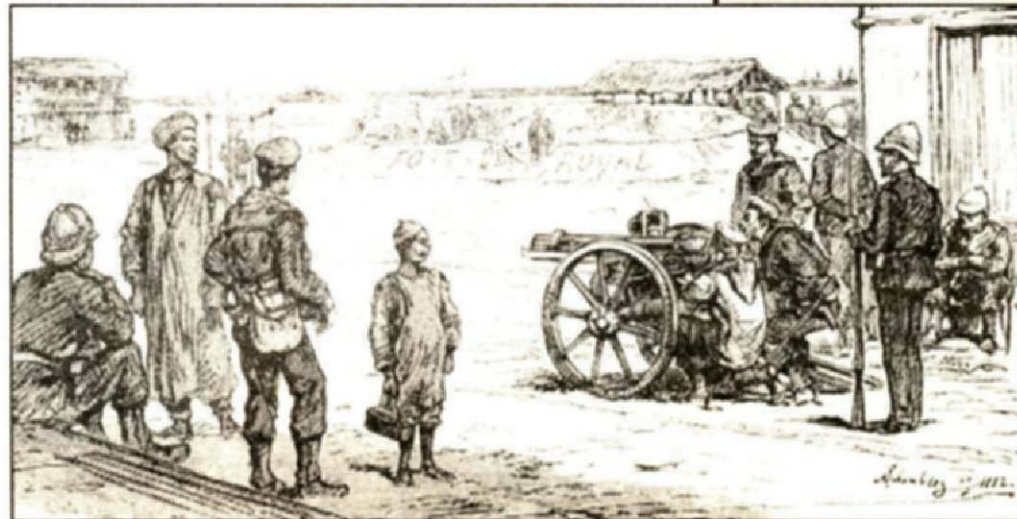
## First with the Gatling gun

READERS who found the article on Joe Love at Te el Kebir of interest might also like to know about another aspect of naval involvement in that battle in the Anglo-Egyptian War of 1882 – the Royal Naval Light Battery..

Drawn from ships of the Fleet, this consisted of six Gatling guns, towed by mules. Operating as a self-contained unit, with its own artificers, stretcher bearers, cooks, signaller and 'captain's body-guard' of four, it went into action first against the Egyptian cavalry and then against the enemy's main positions. – R.F.Eggleton, Weymouth.

The Royal Navy actually adopted the Gatling Gun before the Army, originally as a counter to attack by torpedo boats. – Ed.

● A Gatling gun in an emplacement at Port Said – from 'Tel el Kebir 1882' by Donald Featherstone (Osprey Military).



## Navy News

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# Pull the other one . . .

## Comic cuts

THIS airgraph Christmas card from 1944 was sent to us by W.T. Holland of Edinburgh, who posted it home to his Auntie Vi when he was serving in HMS Relentless at Trincomalee.

Steven Walton, of the Imperial War Museum department of documents, tells us that these were produced in their thousands, the design varying from year to year and in each theatre of the war in which they were manufactured.

To cut postage costs they were photographed and reduced to half size.

HAVING read that the average height of sailors has increased over the past 20-30 years (October DCIs), I must point out that this has long been recognised by men's garment manufacturing technicians responsible for producing the patterns used for both Service uniforms and civilian menswear.

Having been involved in producing an up-to-date size chart of girth and height measurements of the male adult form for the garment manufacturing industry's metrication board panel, I am left wondering if the Defence Clothing and Textile Agency has considered using it?

A simple formula exists for calculating leg length measurement from a sailor's height - half minus two inches (5cm).

So your 6ft 4 inch sailor will still be somewhat adrift if an inside leg measurement of 85cm is the maximum on offer - 91 cm would be

nearer the requirement. - S.Deighton, Reading.

## Battling Berwick

APROPOS the Uganda (October issue), I also remember escorting the Queen Mary - in HMS Berwick, the 'Battling Berwick', whose skipper was Capt Arliss, a relation of the actor George Arliss.

The convoy escorting Churchill, the Chiefs of Staff and other big wigs we picked up off the Azores after other cruisers had fallen by the wayside with mechanical defects. We maintained a speed of 33 knots - our convoy wouldn't reduce speed either - but on one occasion we fell back a little in a

fog bank.

When we caught up Arliss signalled the Queen Mary to stop making smoke when in convoy. She replied that she couldn't avoid doing so in order to maintain her high speed - and Churchill added: 'Alright, Berwick, you've made your point. Well done'.

Berwick, I am proud to say, didn't break down, although when we eventually berthed in Halifax we had used up practically all our oil fuel and had begun thinking we might have to burn our Mess furniture.

I still recall that escort with pride - and still with me is the memory of the very high air pressure in the boiler room, plus the roar of the forced draught fans and the furnaces with all the burners going full blast. - A.C.Hammond, Eltham.



## Letters

## Missile ship of the Jazz Age

I WOULD suggest that Girdleness was not the first RN guided missile ship (November Letters).

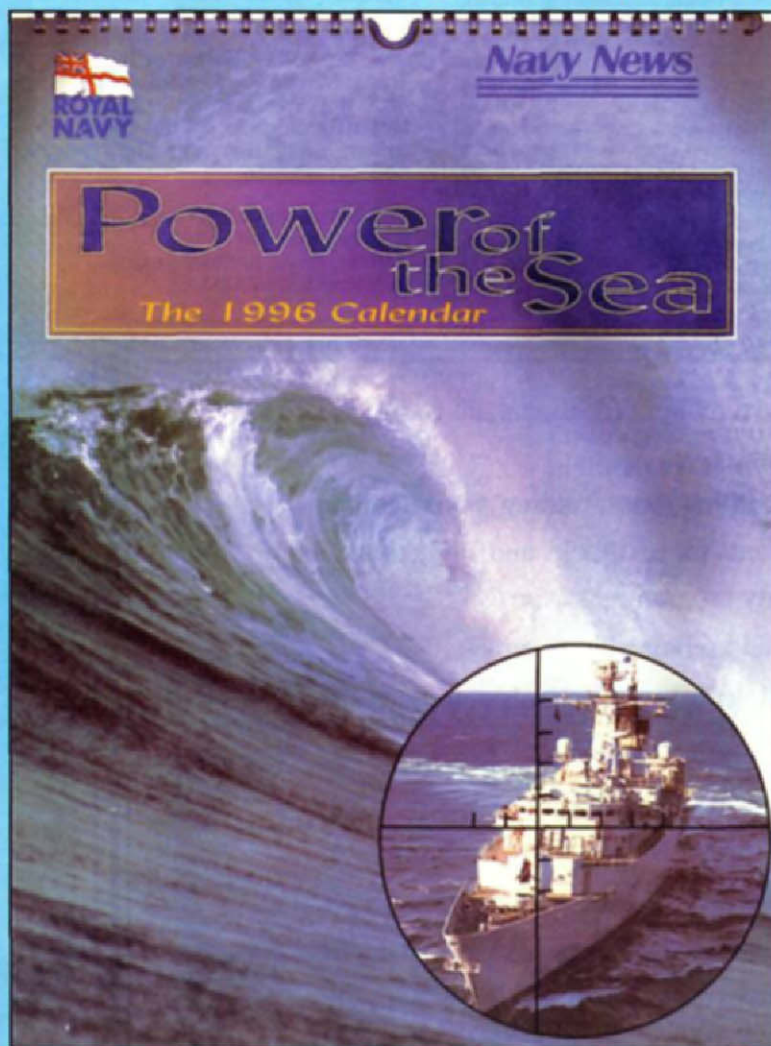
The destroyer HMS Stronghold fired the Larynx radio controlled cruise missile (propeller driven) in 1927. - D.K.Brown, RCNC, Bath.

● HMS Stronghold is seen here with a catapult fitted for tests in launching flying bombs. Thanet was also fitted with a gravity device to launch a self-propelled, wireless-controlled drone developed by the Royal Aircraft Establishment in 1921, using the thrust of a bag of water dropped into the sea, which was designed to carry a 200lb bomb at 103mph.

Cordite-powered catapults were introduced for trials with an improved version, the RAE Larynx, in 1926-7, soon after which the project was abandoned.



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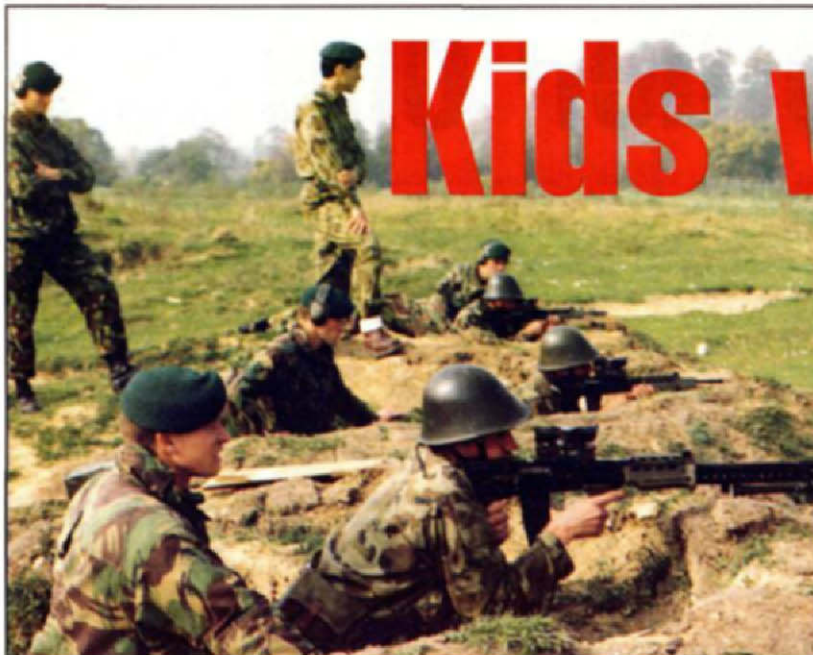
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# Kids with altitude . . .

**T**his autumn has seen the most important co-operation project yet undertaken by the land forces of the UK and Romania – the joint training of a company of Romanian mountain troops with a similar sub unit of Royal Marines.

Centred on the Bucegi range of the Transylvanian Alps, the programme involved training in the techniques of fighting and living in the mountains.

There were long distance marches through rugged, densely forested areas, in bad weather by day and by night, during which the teams were able to exchange ideas on each other's survival practices.

Particular attention was paid to the problems of locating and saving lost or injured people in the mountains.

The RM Commandos from 42 Cdo were partnered by men from the 21st Battalion of the Romanian 2nd Mountain Brigade.

## Fearless

Meanwhile Royal Marines from the 4th Assault Squadron have been serving with a party from HMS Fearless on detachment with the United Nations Peace Keeping Force in Cyprus (UNFICYP).

Based with 29 Commando Regiment Royal Artillery, they joined another 27 Royals from the Commando Logistic Regiment and 148 Battery RA headed by Lt Alex Pilkington, RM, patrolling and manning the UN buffer zone – or

"green line" as it is known.

Ten Royal Marines Reserves from the London, Bristol and Tyneside divisions are also on full time duty with the peacekeeping operation.

The buffer zone was set up to separate the Greek and Turkish Cypriot borders after the Turkish invasion of the north of the island in 1974. It is split up into three sections along its 220km length, with contingents from the Argentine and Austrian armies manning the other two.

They man observation posts and mount routine daily patrols – minor infringements can include unplanned strengthening of bunkers on either side of the divide, verbal abuse, stone throwing and even the occasional petrol bomb.

**Pictures by:**  
PO Jan Brayley  
Tom Hannon

The Royal Marines have been working closely with the Argentinian detachment, mounting joint patrols and spending free time together in sporting and social functions.

"The joint UN operation between the British and Argentine forces has been a great success and I can say without any exaggeration that



the relationship both on and off duty has been excellent," said the CO of 29 Cdo, Lt Col I.R. Sinclair.

## Low level

It has also given the British, Argentine and Austrian forces the chance to mount a combined parachute drop at RAF Akrotiri, the Royal Marines taking part with their Argentine counterparts, using the new low level parachute which allows troops to be deployed at 300 ft.

The detachment from HMS Fearless will be coming home this month when their six month tour ends.

● Above: Cpl 'Harry' Worth of Lima Coy, 42 Cdo helps a Romanian soldier through a river crossing exercise.

● Right (inset): Marines prepare for a water jump off the Cyprus coast near RAF Akrotiri.

● Top left: high up in the Transylvanian Alps, members of the Romanian 2nd Mountain Brigade try out the British SA80 rifle and Light Support weapon.

● Below right: Cpl Craig Machin, attached to 148 Battery, Royal Artillery, ready to follow suit in full kit.



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# NELSON TO THE LIFE

## The man behind the mask

We are now only ten years away from the bicentenary of the Battle of Trafalgar – and before we reach that great event there are other Nelsonian bicentenaries to be commemorated: St Vincent (14 February 1997), the Nile (1 August 1998) and Copenhagen (2 April 2001), writes Colin White.

The years ahead will see a succession of Nelson-related events and a deluge of Nelson commemorative material. Our greatest British hero – so far still remarkably untarnished – is about to face his most severe test yet. Can he survive exposure to the full rigours of late 20th century marketing? Are we in danger of having too much Nelson?

Interestingly, this question was first asked nearly 100 years ago – by Fred Jane, founder and first editor of Jane's Fighting Ships. At the height of the build-up to the Trafalgar Centenary celebrations in 1905 he wrote: "The theory that the British sailor will fight any better because 'England expects every man to do his duty' (sic) is printed on the handsteering wheel is pure and utter moonshine."

### Prophetic

He went on to urge the Royal Navy to look to the future rather than to the past in its preparations for war.

Jane's words proved strikingly prophetic. The Royal Navy entered the First World War with a backward glance that almost proved fatal. The spirit of Nelson was constantly invoked, but that spirit was completely misunder-

stood. Rigid control from the centre, not Nelsonian inventiveness and personal initiative, were the prevailing culture.

Sadly, by 1914 the Nelson tradition had become so overlaid with myth and misunderstanding that it no longer bore any real resemblance to the historical man.

Of course that could never happen nowadays – or could it? One still hears Trafalgar Night speeches in which the claim is made that Trafalgar "saved England from invasion". And yet the invasion threat had ended two months earlier!

### Brilliant

On 26 August 1805 Napoleon ordered the French armies massed in the Channel ports to march west towards Austria and, just two days before Trafalgar, they won a great victory against the Austrians at Ulm.

When the Combined Fleets of France and Spain sailed from Cadiz on 19 October, they headed south into the Mediterranean, not north to the Channel. Certainly Trafalgar dealt such a crushing blow to the French and Spanish navies that another invasion attempt was unlikely. But the invasion threat of 1805 was defeated, not by the great battle, but by the brilliant British ship deployments earlier in the summer.

What about the oft-repeated idea that Trafalgar was won by new tactics devised by Nelson himself?

Not so – breaking the enemy line was not a new idea, it had been done throughout the 18th century. Even an attack in two columns or groups had been done before – by Duncan against the Dutch at Camperdown in October 1798.

Nelson was not really a tactical innovator at all: his distinctive contribution was the way he brought together all the most advanced tactical ideas of his time into one, simple, coherent master-plan and then communicated it to his subordinates in an inspiring way.

Of course, this more complex sort of genius is not so easy to express in the soundbytes of legend. And so the real Nelson, with all his subtlety, has been overlaid by over-simplified myth.

The likeness of Nelson shown here is an unfamiliar one – it is the original sketch for a splendid formal, full-length portrait by John Hoppner. Painted with Nelson himself standing before the artist's easel, it is the closest that we can get to a snapshot and so is highly important.

### Vulnerable

But the Victorians did not like it. For them, the expression on the face was too raw and vulnerable and the details of the full-dress uniform and medals too vague and impressionistic. So someone painted over the sketch, highlighting the insignia and making the expression on the face more heroic.

The result was an image of quite

As the Nelson Decade begins, interest in the real Nelson, rather than the legend created by the Victorians, is driving the programme of events.

Here is the background to how two of the best likenesses of the hero survived.

remarkable woodenness – so uninspiring, indeed, that it was eventually sold to an American art gallery and even suffered the ultimate indignity of being catalogued as 'Portrait of a naval officer'!

Luckily, it was rediscovered in the early 1990s and the Victorian veneer was removed, revealing the vivid likeness underneath. Now given pride of place in the Royal Naval Museum, it challenges the more familiar and heroic images of Nelson and shows us the man behind the myth.

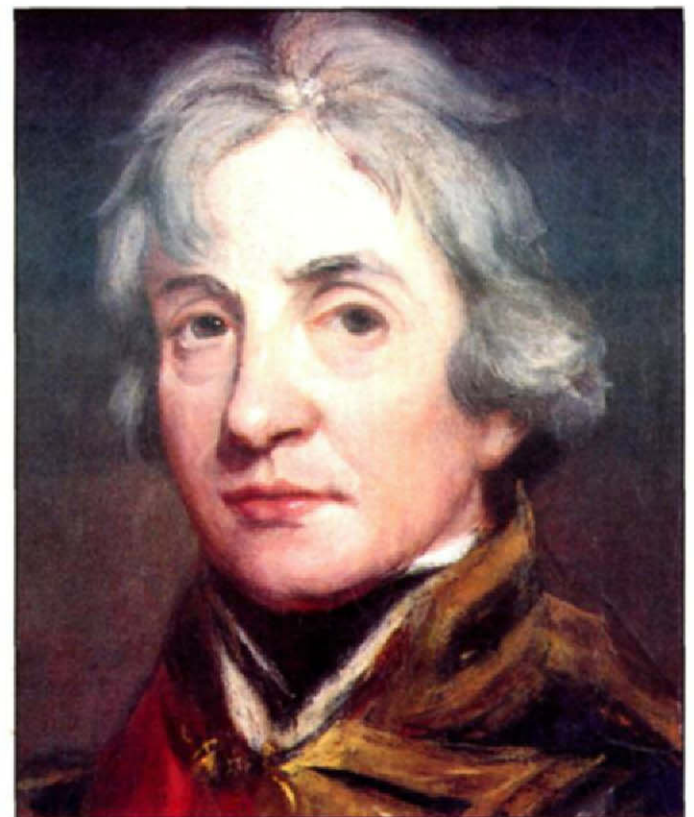
This is the example we need to follow as the Nelson Decade gets under way. We must challenge the traditional view of Nelson: not to debunk him but rather to strip away the veneer of the Nelson legend that has obscured his image and try to rediscover the real Nelson.

### Irrelevant

This process is particularly important for the Royal Navy. The image of Nelson that is presented today, especially on Trafalgar Night, is still in many respects the product of the Victorian period and of two world wars, when victory at sea was still decided by set-piece battles.

If we keep on presenting this tired old image, there is a danger that Nelson will appear irrelevant to the men and women of today's Navy – indeed, there is evidence that this is already happening.

It would be a great pity if it did,



since Nelson still has so much to offer, even 200 years after his death.

Many of the qualities that made him successful are still needed today; both within the Navy and in the world at large. His generosity of spirit, humane leadership and meticulous care for his men. His remarkable ability to plan every detail of an operation, supported by a calculated assessment of the risks. His flexibility, which enabled him to seize an unforeseen opportunity whenever it offered itself, even if it meant abandoning his carefully-formed plan. And, overarching all these, his special gift for inspirational leadership.

### Yardstick

"Nelson," said one of his captains, "was the man to love". That was the key to his success. And that

is the yardstick by which we should judge the success of the Nelson Decade.

Amidst all the events and commemorations, amongst all the new biographies and commemorative items, will we be able to find the man to love?

Hopefully, if we do, we will also find that we have created a new image of Nelson that will continue to inspire the Royal Navy until well into the 21st century.

Colin White is Chief Curator of the Royal Naval Museum and editor of a new book on the Nelson legend, *The Nelson Companion*. He organises the Official Nelson Celebrations Committee, which is co-ordinating the events of the Nelson Decade.

## – and the mask behind the figurehead



For the past 21 years countless members of the Royal Navy have been able to see at close quarters what must be the truest likeness of the Navy's greatest and most enduring hero, writes Vice Admiral Sir John Lea.

The figurehead just inside the main gate of HMS Nelson came from HMS Conway. This was once a wooden-walled Training Ship based at Liverpool that was originally HMS Nile.

While she was under tow from Liverpool to a new home at Anglesey she ran aground and the figurehead, representing Nelson at the time of the Battle of the Nile, was damaged beyond repair.

HMS Conway, as a training establishment, moved ashore and the Old Conways Association commissioned a new figurehead to be placed on the parade ground.

It was modelled from Nelson's death mask and carved from solid teak.

This makes it unique among figureheads, which were all carved from cheaper, soft woods because they were not designed to outlast the ships they were intended to adorn.

### Fibreglass

As a result, all surviving figureheads have had to be coated with fibreglass to preserve them and in the process have lost the sharpness of the original. The figurehead in HMS Nelson, in contrast, is sharp in every detail, down to the veins on the backs of the hands.

By a happy coincidence, HMS Conway ceased to exist just at the time when HMS Nelson was renamed. I was Commodore then and Capt David Smith, at the time president of the Old Conways, made me the offer of it.

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# Helping Hands

## Fair helps kids learn the ropes

**THIS YEAR'S Faslane Fair raised more than £17,000 for good causes.**

Most of the money will go to support adventurous activities run by the charity Fairbridge for disadvantaged youngsters, including sail training on their ship Spirit of Scotland.

Faslane's Cdr Bill Jones presented a cheque for £13,000 to the ship's captain Robert Frame and Fairbridge Director Tom Watts.

He said: "I would like to thank all the people of Helensburgh who supported Faslane Fair and helped to make it the success it was."

Local charities that benefited from the fair included St Margaret's Hospice, Clydebank, the Beacon Trust and Helensburgh RNLI.

### Das Boot!

**NINE men from HMS Somerset yomped the 95-mile West Highland Way in Scotland to raise money for charity.**

The team, led by Lt Mike Baker (far left), finished the trek in five days despite poor weather, raising £600 for the ship's adopted charities.

Plans are already "afloat" for a walk from Taunton, the county town of Somerset, to Devonport, the ship's future base port.

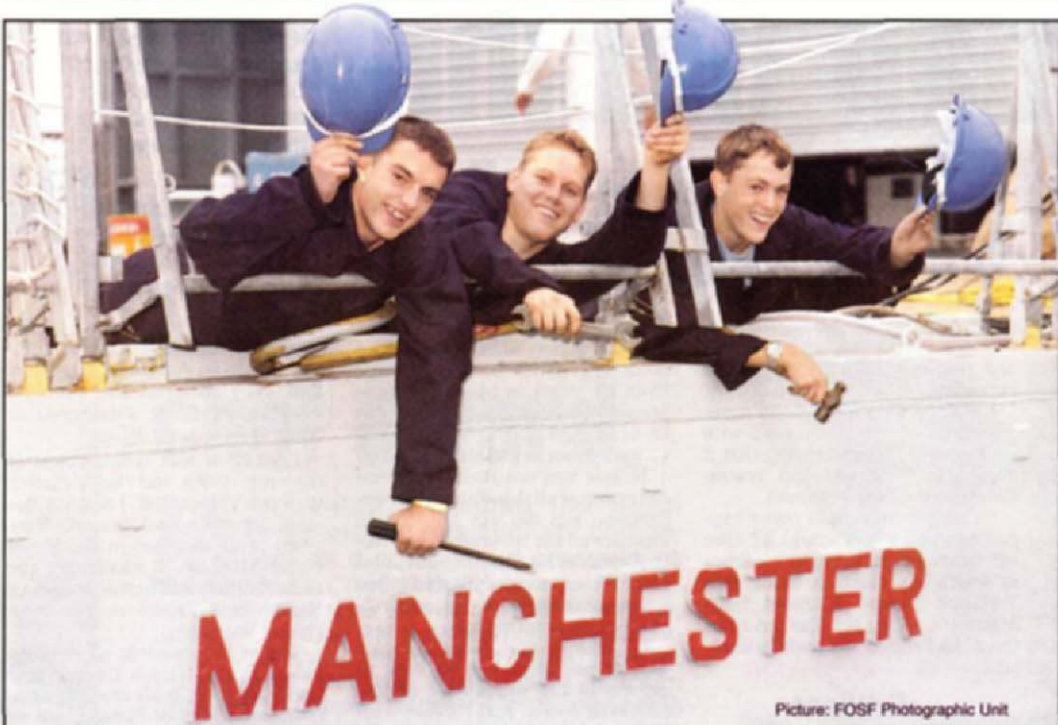
Picture: Neptune Photographic Unit

Eleven of HMS Intrepid's ship's company took part in a sponsored jailbreak to raise £1,000 for cancer research.

The most successful escapees covered 465 miles in the 12-hour time limit. The event was organised by LWEM Danny La Grue who was motivated by the death of his mother three years ago.

HMS Edinburgh helped a party of girl guides to out-gun their rivals in their bid to find the most unusual object to clean.

The guides chose Edinburgh's 4.5-in gun turret for their part in a sponsored 'wacky wash' to help raise cash for Water Aid, a charity which provides clean water



Students Mathew Ball, of Wyvern College, Salisbury, Matthew Burgess, of Cantell School, Southampton and Darren Johnstone of Mayfield School, Portsmouth, get to work on HMS Manchester.

supplies in deprived areas of Africa and Asia.

LWWTR Sarah Beighton from HMS Collingwood flew to Romania to help set up an in-patient clinic for people with facial deformities and breathing difficulties.

Sarah joined a team of nurses from Wythenshawe Hospital in setting up the

facility at Carbonești Hospital, Bucharest. The task was completed in spite of many problems, such as finding all the stores and medical supplies sealed off.

Heavyweights from HMS Illustrious's Warfare Department helped raise more than £1,000 for charity through a sponsored slim. Lt Cdr Ian McLaren, the

Senior Warfare Officer, and Warfare Dept Co-ordinator WO(M) Phil Shepherd both lost two stone.

LW(R) Sue Smith and WOM(C) Raynor Harmsworth also managed to extract £400 from the ship's company during a 'sods' opera. The money was presented to the Helen House hospice for children in Oxford.

A team of Weapon Engineering Mechanics from HMS Collingwood were invited back to Cupertham infant school in Romsey to see how their ground-breaking work helped to transform a dull concrete quadrangle into an exciting play area.

CPO Paul Jones organised the volunteers who cleared the area to make way for a patterned brick patio, shaped flower beds, bird shaped seats, a large mural and decorative iron gates.

The Mayor of Gosport, Councillor Marjorie Bailey, was presented with a cheque for £500 during a recent visit to HMS Sultan.

The money was raised at Sultan's summer show and will benefit the Mayor's chosen charities, St John's Ambulance Brigade and Gosport and Fareham's inshore rescue service.

Royal Marines from the sergeants mess at Seaton Barracks raised £300 for the Alexandra House respite centre for Service children at St Budeaux.

## Backing for Trident

THE ROYAL Navy has been helping to give young people a taste of life beyond school through the education charity the Trident Trust.

The Trust is partly sponsored by Captain Fleet Maintenance in Portsmouth, helping to give pupils hands on experience in a working environment.

### Skills

Students spent two weeks finding out how the large naval repair facility provides 365 days a year support to operational warships.

They worked with Artificers and Mechanics on repair and maintenance tasks, toured the workshops and practiced basic craft skills in the facility's workshops.

The cash was raised at a family BBQ and a race night at the mess, and will pay for a bedroom at the centre to be refurbished, and renamed the Seaton Room.

RSM Bob Ewen was particularly grateful to the China Fleet Club's squash club for "donating" so much!

Officers from HMS Collingwood raised over £1,000 in a Monopoly Challenge which took them all over London.

The officers of the systems engineering and management course collected items from shops in streets named in the board game and auctioned them off. The money will go to the Great Ormond Street Hospital for children.

Catering staff in HMS Dryad delighted youngsters at Portsmouth's Queen Alexandra Hospital by laying on a special picnic for them.

The picnic was in aid of the hospital's "Action for Sick Children" week, and the team presented a cake and naval souvenirs before departing.

Christmas arrived early for children at Southwick's Lea Hall Play Group when HMS Dryad's Plotters and Radars Association donated a new set of toys. They were presented by Dryad's CO, Capt John Lippiett.



The ship's company of HMS Inverness raised £1,000 for sick children on the Rowan and Rainbow wards at Raigmore Hospital, Inverness.

Fund raising events included many social and sporting functions and a race between four cyclists and the ship from Rosyth to Inverness.

Divers Jai Gardner and Kevin Amaira, AB Alan Owen and Alan Ferris arrived ten hours ahead of the ship, which had to battle against force nine gales the night before berthing.

HMS Somerset's ship's company helped to clean up a 100 meter stretch of canal in Kirkintilloch town centre and recovered 44 shopping trolleys and a pile of scaffolding in the process.

Councillor Charles Kennedy, Strathkelvin District Council leader, said: "There was a lot of work involved in the clean-up and we would like to thank the lads of HMS Somerset for their time and effort."

HMS Somerset, a Type 23 under construction at Yarrow, is expected to join the Sixth Frigate Squadron at Devonport in March next year.

## Model behaviour from Collingwood ratings...

NAVAL ratings shared a catwalk with professional models at a fund-raising fashion show in HMS Collingwood.

The show, sponsored by Jacques Vert of London, was organised by officers from the SEMT course to raise cash for Great Ormond Hospital.

The ratings volunteered their services and helped to model a wide range of clothes, with sets entitled "The Christmas Party", "The Henley Regatta" and "Business Wear", with additional menswear from Moss Bros and bridalwear from Proposals of Chichester.

The show raised £546 which will go to the 1CD Neurology Ward at Great Ormond Street hospital.

Right: LWEA Mike Driscoll escorts model Shirley White down the catwalk.



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# Stealing a march!



Padre Simon Beveridge encourages the Commando Logistic team competing in the tough, 75km Cape March. Picture: PO(Phot) Andrew Chetty



For the TV cameras, Mne Buck Buckley (left) shows stoker shipmate Robbie Robison what life can be like for a Marine.

## Royals among leaders in African yomp

FOR THE second year running, Royal Marines have yomped to a good result in the international Cape March organised by the South African Defence Force.

## Cromer visit full of action

WHEN HMS Cromer berthed at Great Yarmouth to renew affiliations with the Norfolk town of Cromer, she packed a bumper bundle of events into her five-day visit.

Members of the ship's company helped to rig the town's Christmas lights, took part in a fire brigade drill, raised over £500 for charity, kicked off a national appeal by The Royal British Legion, held a children's party on board, linked up with the local RN Association, and played soccer, volleyball, badminton and golf against local sides.

Over £300 of the money was raised by a team of nine officers and ratings who pushed a model of their minihunter through the streets in aid of Cromer Children's Charity. That amount was brought up to £460 as a result of an on-board raffle.

### Appeal launch

The ship also presented The RBL with £72 - sponsorship money for the first 2yds of a 75-mile chain of poppies to link the piers of Great Yarmouth and Cromer, taking in as many villages en route as possible. The national appeal will be launched in the new year and marks the Legion's 75th anniversary.

On board, children from Suffield Park Infants School were entertained by Cox'n Nobby Noble, LS(D) Rik Welsh and helpers, and there were guided tours of the ship for affiliated groups.

Football was played against Cromer FC and the Commanding Officer, Lt Cdr Neil Hunter, and three others took on the Royal Cromer Golf Club in an inaugural match for a trophy supplied by the ship.

The Commando Logistic Regiment finished the gruelling, 75km, two-day march ahead of the six other British teams and ended the event 13th overall in a field of 184 ten-man teams.

Among the four Army teams was one from 29 Commando Royal Artillery which finished third among the Britons and 38th overall. The other two British teams were supplied by the RAF.

Winners of the event were the Italian Alpine Battalion, repeating their success of last year.

### Dehydration

This year the march went on under heavy skies and a hint of rain - regarded as "perfect yomping weather" by the Marines. However, just before the half-way stage problems began for the Logs team, two of its members going down with cramp and a third suffering from the effects of dehydration.

On Day Two the RM Commandos got their second wind and, despite an initial climb up Table Mountain, managed a good pace, finishing in Cape Town with the same number of walkers that had set off.

## Pentathlon 'first' for HMS Vivid

RNR personnel in Plymouth have for the first time won the overall Men's Trophy in the Plymouth Reserve Forces Pentathlon.

Sixteen teams competed in the unique, two-day event at Tregantle Fort, Cornwall. They represented the four Reserve units in Plymouth - HMS Vivid, 211 (WX) Field Hospital, A Company 4th Devon and Dorsets, and 383 Commando Pet Tp RCL(V).

The pentathlon includes practical leadership tests, first-aid, driving a Landrover around a coned track, a wheel change against the clock, an NBCD competition, a stretcher race and a tug of war.

As well as taking the Men's Trophy, Vivid won cups for driving and shooting.

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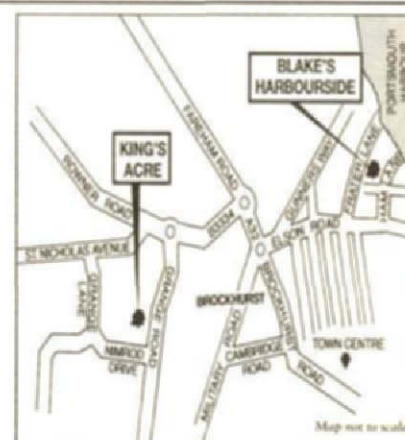
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# Never a cross word in Maltese kitchen



WREN Bridgitte Cobley, Maltese television chef Charles Spiteri and LCK Neil Simpson were in celebratory mood after shooting an item for Smash TV in Malta.

Neil is personal chef to Capt Ian Forbes, commanding officer of HMS Invincible, and Bridgitte is the captain's steward.

During a stand-down from Adriatic patrol duties the aircraft carrier visited Malta and the pair were invited to appear on the cookery show.

Neil prepared a Maltese dish of beef olives, while Mr Spiteri cooked fillet of beef stuffed with prawns. After a tasting honours were declared even.

Invincible returned to Adriatic patrol, but is due back in Portsmouth in good time for Christmas.



## A pool of Wells' for Invincible

WITH three Lt Cdrs Wells to choose between, sorting the mail on board HMS Invincible can be a bit of a nightmare...

The three (l-r) are Lt Cdr Mike Wells,

who is the Lt Cdr Flying and known as "Little F", Lt Cdr David Wells, the ship's Operations Officer (OPS) and Lt Cdr John Wells, Deputy Operations Officer (OPS 2).

## Crowning moment for RN poster as soap set piece

TAKE a closer look at the walls next time a scene is played in the Coronation Street cafe. Alma Baldwin and Gail Platt have pinned up a Navy poster sent to them by civilian engineers working at RN air station Culdrose.

The lads looking after the Gazelles of 705 Naval Air Sqn are delighted that the producer of the top soap is giving the poster some prime-time air time.

# 30,000 MINUTES LOGGED

WHEN Cdr Ian Inskip qualified to 120ft as a ship's diving officer in 1966 diving pay was four shillings a day. Although that sum has now risen to £2.62 the qualifying course and Horsea Lake where it takes place are, he believes, pretty much as they ever were.

The average day on course in 1966 began with a "bare buff" swim across the lake, followed by "rapid dress", three endurances, circuits or mud run. Those keen to follow in his footsteps may be pleased to hear the mud runs have gone and eight foot sections

of telegraph pole are no longer carried on the circuits!

The second half of the course was largely spent in the Solent or under the Reserve Fleet in Fareham creek - Solent seabed searches giving the opportunity to collect a few tasty flatfish on the end of a welding rod before ascending. (Best fish to be offered to the instructor.)

Ian recalled, "The worst moment of the course was when we had just completed an underwater search of the cruisers Gambia and Sheffield and the instructor said 'Collect your fins and tiny hearts and follow me!'"

"We all knew it was the big jump from the top of HMS Sheffield, and it was not until we had all jumped from about 60ft that the instructor let on that the height limit for jumps was 27ft.

### Big one

"He made us do it from higher for esprit de corps. He was right because the other course running one week behind ours never

achieved 'The big one' and we never let them forget it!"

Since qualifying Ian has dived around the world, in seas both pleasant and downright disgusting, in visibility ranging from zero to 600ft and in water temperatures ranging from just above freezing to 30 degrees C.

### Mary Rose

Among the most challenging and satisfying jobs he has undertaken are underwater propeller changes to the submarines Sealion and Odin and leading a Naval diving team at work during the early stages of the Mary Rose project.

Now with 30,000 minutes' diving logged, Cdr Inskip has urged the new generation of ship's divers not to be tempted to jack it in after a couple of years - even when winter is doing its worst.

"Summer will eventually come and in the meantime, with diving pay now at £2.62 per day, why not let the Queen continue paying for the beer!" he said.



Veteran diver Cdr Ian Inskip clocks up 500 hours below.

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The Royal Marines Museum are pleased to announce that Phase 3 of their development plan will be completed by June 1996, and would like to take this opportunity to thank all those who have supported the museum, its events and fundraising during 1995.  
01705 819385



POWEM(O) Paul Hallas

## PAUL COMMENDED FOR PLAYING THE GAME

A KEEN skier and windsurfer himself, POWEM(O) Paul Hallas, of the Fleet Engineering Centre, Rosyth - from which he is frequently required to deploy in support of mine countermeasures vessels - has freely given up his limited leisure time so that others can enjoy the sports.

His selflessness has earned him a commendation from Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan.

Paul, who has skied for the Royal Navy, qualified as an instructor in the sport in 1985. Two years ago he also qualified to teach windsurfing.

Always unselfish in his enjoyment of these sports, he has more particularly over the past couple of years spent hundreds of hours helping the Northern Area Sea Cadets by painstakingly mending equipment they could not afford to repair or replace.

## Admiral takes the chair...

FORMER First Sea Lord, Admiral of the Fleet Sir Julian Oswald is the new chairman of Aerosystems International, the joint venture between Sema Group and Westland Helicopters. The company, founded in 1985, supplies software services and systems expertise to the world aerospace industry. Lockheed, Smiths Industries, Rolls-Royce Boeing, British Aerospace and Allied Signal are among the major firms from which it has won contracts.



# People in the News



Lady Wilson

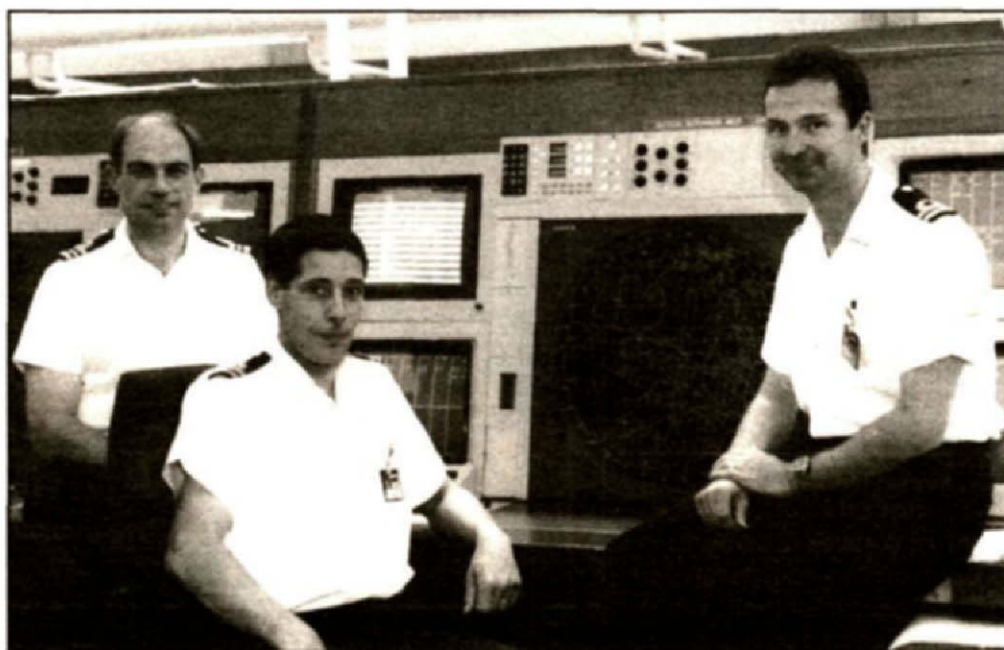
## FLAG DAY

LADY Wilson of Rievaulx, widow of former Prime Minister Sir Harold Wilson, has paid a visit to the Royal Navy Submarine Museum at Gosport.

Lady Wilson was the sponsor of the nuclear submarine HMS Warspite. She launched her in 1965 and maintained a close interest in the vessel until the boat paid off in 1991.

Accompanied by her son, Giles, Lady Wilson presented Cdr Jeff Tall, director of the museum, with the ensign flown by Warspite at her decommissioning.

## It's all under control



LONDON Radar, London Air Traffic Control Centre's military section at West Drayton is very often these days under the supervision of Royal Navy air traffic controllers.

While civilian controllers at LATCC take charge of all civil aircraft flying in the controlled

airspace linking UK airports to each other and to adjoining European and Scandinavian air-

space, their military counterparts control the military and civil aircraft operating in the middle and upper airspace amid the civil air routes.

There are 72 RAF controllers at London Radar and just three from the Royal Navy. Lt Cdr Geoff Bowker, senior military supervisor, Lt Colin Brown, tactical supervisor west, and Lt Andy Neave, tactical supervisor east.

As all three are qualified ATC supervisors, when they are on watch at the same time the Royal Navy can be said to be well and truly in control.



## HE KNOWS THE DRILL

PROFESSOR of oral pathology at Glasgow Dental Hospital, distinguished academic Gordon MacDonald has a new role to get his teeth into - Commodore Royal Naval Reserve.

Commodore MacDonald, pictured on the right (above), took over from Commodore Ian Pemberton (left) during a ceremony on board HMS Victory. The signing was witnessed by the Second Sea Lord, Admiral Sir Michael Boyce.

It was back in 1959 that Commodore MacDonald joined the RNR as a junior seaman at HMS Graham, Glasgow. He was later commissioned as a seaman officer and after a period away rejoined as a dental officer, still later transferring to the Naval Control of Shipping branch.

Today, as the senior RNR officer, Commodore MacDonald heads the country's 3,500 male and female volunteer naval reservists. Following a period of reorganisation, the RNR is now closely integrated with the Royal Navy, providing trained personnel to meet operational commitments in time of national crisis, tension and war. Thirteen Reserve Training Centres around the country train and administer the reservists.

## Kin-ships!



WITHOUT the other one knowing, sisters Susanna and Sally Smallman each applied to join the Navy through Brighton Careers Office.

LNN Sally Smallman (left) joined HMS Raleigh in March 1992 and now works in theatre recovery at RNH Haslar. She joined Queen Alexandra's Royal Naval Nursing Service as a Registered General Nurse and outside work her interests are hockey and aerobics.

Acting LNN Susanna Smallman joined HMS Raleigh in June 1992 and works on Haslar's orthopaedic ward. Her interests include sailing, shooting, gliding and canoeing.

Meanwhile, LWRO Nicki Giles and her brother PORS David Small (right) find themselves working in the same place for the second time in their Naval career...

Nicki is in the training design section of HMS Collingwood's communications faculty and David just down the corridor in the communications management section.

David joined the Royal Navy in 1980 and Nicki four years



later. They first worked in close proximity when Nicki was on the petty officers' qualifying course at HMS Mercury while David

was an instructor there.

He even stepped in on occasion to take some of the classes Nicki attended.



## Merry Christmas and Happy New Year THE ROYAL NAVAL ASSOCIATION

The Association which is for all serving and former serving personnel of the Royal Navy, Royal Marines, WRNS, QARNNS and their reserves has had a busy year participating in commemorative events marking the 50th anniversary of the end of the Second World War.

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## Get Wise on DCIs

# Greenhouse gases to be phased out

SOLVENTS, refrigerants and firefighting agents which are known to deplete the Earth's ozone layer are being phased out of service by the Ministry of Defence.

### Quality of land

A NEW guide has been issued that will help in making an assessment of the environmental quality of Ministry of Defence land.

The guide is intended to assist managers with the new Land Quality Assessment procedure, the introduction of which is the first stage in obtaining a proper knowledge of the condition of the Defence Estate and, where necessary, bringing it to a higher standard.

The assessment work and the resulting Land Quality Statement will provide the basis for estate managers to demonstrate to regulatory authorities that the Government's policy on control and treatment of land contamination is being implemented.

The programme will be monitored by the Defence Environment Committee.

DCI Gen 244/95

The policy is in response to past and new developments embodied in the Montreal Protocol regulations implemented by the European Union to prevent further damage to the atmosphere.

Among the controlled substances are CFC and HCFC refrigerants, Halon firefighting agents, and solvents known as Arklone, Genklene and Carbon Tet.

Production of CFCs and Halons has ended within the EU, and new designs and installations cannot use them.

However, MOD has been granted "essential use status" if an application of a controlled substance is critical to national defence and if it is one for which no acceptable alternative is at present available.

Only a limited number of CFC and Halon applications have been granted limited dispensation. All other uses are considered non-essential and the substances will be phased out as soon as possible.

A special unit, set up at RAF Cardington early this year, will bank and recycle CFC and Halons for all three Services and will empty, fill and refurbish cylinders.

To comply with EC regulations and the Environmental Protection Act, all users must take practical steps to recover controlled substances during maintenance and decommissioning of equipment, and must minimise leakages and avoidable emissions.

All users of the controlled substances must take steps to introduce alternatives as soon as practicable - and they are reminded that the long-term use of banked stocks could be curtailed by further legislation.

The search for alternatives to Halon for firefighting is of particular importance and is receiving world-wide attention. However, it is essential that before any new substance is introduced by MOD, health and safety and environmental implications are thoroughly assessed.

DCI RN 278/95



DCI RN 278/95

'Garlic eaters should go, too!'

## ... and the lead must not fly

COMMANDING Officers are being given information to help them to control lead pollution in indoor ranges and training theatres.

All enclosed ranges where there is a potential risk to health from lead and lead fumes are covered by the Control of Lead at Work Regulations.

The Directorate of Defence Health and Safety warns that occupational poisoning from lead typically results from inhalation of particles which are absorbed into the bloodstream and retained in bone. Excretion is slow and accumulation following long-term exposure can result in chronic poisoning.

### Hygiene

"Ingestion of lead may also occur by the material being transferred to the mouth on fingers, food, cigarettes, chewing gum, utensils and drink if good hygiene practice is ignored.

COs are responsible for making assessments of exposure of range staff and users. Ventilation should be inspected and samples taken.

Where the assessment indicates that exposure is liable to be significant, there is a legal duty to control it by exercising options involving improved ventilation, protective equipment and cloth-

ing, reducing duration of exposure, the adoption of lead-free ammunition and finishing walls and ceilings in easily cleaned material.

DCI General 302/95

## Renamed

WITH the expanding role of the Clyde Submarine Base, it has now been renamed HM Naval Base Clyde. The HQ of Flag Officer Scotland, Northern England and Northern Ireland will relocate there from MHQ Pitcavie by April.

And at Devonport, the the newly refurbished Colour Loft has been renamed Shackleton Building. It is now the new headquarters of the Captain of the Hydrographic Surveying Squadron.

DCI RN 277/95

DCI Gen 247/95

THIS regular feature gives general information about new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

## Sea King crew net £5,000 salvage

THE FOUR-MAN crew of a Royal Navy Sea King helicopter have been awarded a total of £5,159 for their part in the salvage of a Danish merchant ship over two years ago.

The total salvage award of more than £110,000 was shared between the helicopter crew from 819 Naval Air Squadron based at HMS Gannet, and officers and men of the Royal Maritime Auxiliary Service, including a diving team, the tug RMAS Collie and the salvage vessel RMAS Salmoor.

The incident occurred off the west of Scotland on May 18, 1993 when the cargo of the 1,426-ton Danish ship Danica Green shifted in heavy seas.

### Tow

Her crew were rescued by a Coastguard helicopter, and the abandoned vessel was boarded by a Marine Services diving team and taken in tow.

The helicopter was tasked to transfer staff to the ship, which was eventually towed safely to the Kyle of Lochalsh.

Crew of the Sea King were Lt Cdr Chris Robison, Lt Dave Duthie, Lt John Webster and ACN Martin Kennic.

Details of the award are contained in a DCI RN announcement dated October 13.

### Unclaimed

The MOD office in Bath that deals with salvage awards says that some personnel entitled to awards may not have received payment as they were "untraceable" by the relevant payment authorities.

Current, unclaimed money relates to the Danica Green operation as well as to the following:

HMS Plover (Tanker Seastar, April 92), RMAS Bustler and Rollicker (P&O Cruises Canberra, Oct 95), HMS Herald (yacht Feel Free of Polruan, Sept 94), RMAS Bustler and Powerful (P&O Pride of Winchester, Aug 92), HMS Brilliant (mv Mercs Horana, March 91), HMS Hermione (mv Atlas, March 89), HMS Ark Royal (yacht Sprint, July 90), RMAS Criccieth (mv Halina, Nov 90), HMS Campbelltown (World Hitachi Zosen, April 92), RMAS Bustler, Powerful and Foxhound (Reine Mathilda, April 90).

HMS Hecate and Soberton (mt Fair Play, Oct 89), HMS Hermione and RFA Olna (mv Drastorous, June 89), RMAS Seelyham and Capable (Eastern Falcon, March 89), RMAS Criccieth and Cairn (Lochalsh Ferry, Dec 88), RMAS Faithful (lv Emily Jane, Sept 87), HMS Osprey, Euryalus, Edinburgh, Alacrity, Argonaut, Galatea, RMAS Kinbrace (mv Ebn Majid, Jan 86), HMS Anglessey (lv Ocean, July 86), HMS Swift (mv Kwang Taz, Nov 86), RMAS Rollicker (mv Antrim Princess, Dec 83), Kinloss, Mastiff (lv Ave Marie, Sept 89).

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## You can say that again!

REDUCING duplication and repetition is a praiseworthy pursuit, especially in these times of lean budgets.

And when we hear in DCIs that the Directorate of Naval Staff Duties (DNSD) has assumed responsibility for the Directory of Naval Studies (DONS) it can only be a step in the right direction.

DONS is a central registry available to those needing information about studies past present or planned.

It's all explained in DCI RN 219/95. However, as every editor knows, printers at times produce a hiccup where a hiccup is at its most inappropriate. Here's one in this word-for-word extract from the instruction:

With the large number of studies sponsored by many different authorities there is a high risk of duplication of effort and the likelihood of staff answering the same or similar questions twice over. Therefore, in order to provide a comprehensive enquiry similar questions twice over. Therefore, in order to provide a comprehensive enquiry service...



'Ye-es... Ye-es... Ye-es...'



# Coventry's cross in safe hands

HMS COVENTRY placed her most prized possession into the care of the Church before heading for a well-earned refit in Rosyth.

The treasured item is a small cross no more than two feet high, but its importance to the Captain and ship's company is hard to over estimate.

Made from three medieval nails from the wartime ruins of Coventry cathedral, the cross was originally presented to the fifth HMS Coventry which was sunk after persistent air attack off the Falklands on May 25, 1982, with the loss of 19 lives.

Divers recovered the cross and battle ensign from the 380ft-deep war grave and they were presented to

the latest HMS Coventry, a 'stretched' Type 22 frigate, at her commissioning in 1988.

At a ceremony on the ship in Devonport Naval Base, Coventry's commander, Captain Tom Morton said: "The recovery of the cross and its subsequent return to this ship makes it a very moving and potent symbol of the people we lost in 1982, and indeed since the war."

## Symbolic

"It is an important symbol of our links with the city and people of Coventry, and with the cathedral itself."

He returned the cross to The Very Revd John Petty, Provost of Coventry Cathedral, for safe-keeping during the ship's year-long refit.

The Provost said: "The cross will be looked after in the undercroft of our cathedral where thousands of people will see it and understand its importance to our nation, our cathedral and to this ship."

HMS Coventry returned from her third Adriatic deployment in the Spring. She took part in the NATO exercise Bright Horizon and the Victory over Japan celebrations in Coventry and Edinburgh.

Her last duties before going into refit saw the ship involved with training of Lynx pilots and navigation officers off the South Coast.

● Capt Morton remains Captain of the First Frigate Squadron until April next year when he will be relieved by Capt David Lewis who takes command of HMS Beaver.

# Culdrose looks at civil air proposal

A SMALL team of personnel at RNAS Culdrose are looking into the possibility of siting a civil air feeder terminal and facilities within the air station.

Culdrose is keen to assist the economic development of the area and the provision of a commuter-sized civilian aircraft facility would boost tourism and allow more rapid access to the rest of the country for local businesses.

A feasibility study is already underway, but it is still in its early stages.

# Battleaxe picks up the baton

HMS Battleaxe has won the Mike Till Trophy Challenge for running a 100x1-mile relay during her last Adriatic deployment.

The event, in memory of PO Mike Till who took part in the original relay event and was lost with HMS Sheffield, requires 100 different runners to complete the relay consecutively and continuously.

Their time of 11 hours and 10.6 seconds was achieved in transit from Istanbul, Turkey.

The relay raised £147 for The St David's Foundation, an organisation that cares for terminal cancer sufferers in Battleaxe's affiliation port of Newport, Gwent.

# DUKE WELCOMES ROYAL VISITOR

THE KING of Sweden, an honorary Admiral in Her Majesty's Fleet, paid an informal visit to HMS Northumberland on a two-day visit to the UK.

The Duke-class Type 23 is the most modern design of RN frigate and the King was able to see view the latest evolutions in technology during his day-long visit.

On his tour of the ship, His Majesty spent time in the operations room and the bridge, and visited 3K mess-deck to chat with junior rates.

The King also took part in first aid training, watched a man-overboard drill and the recovery of a torpedo dropped by the ship's helicopter.

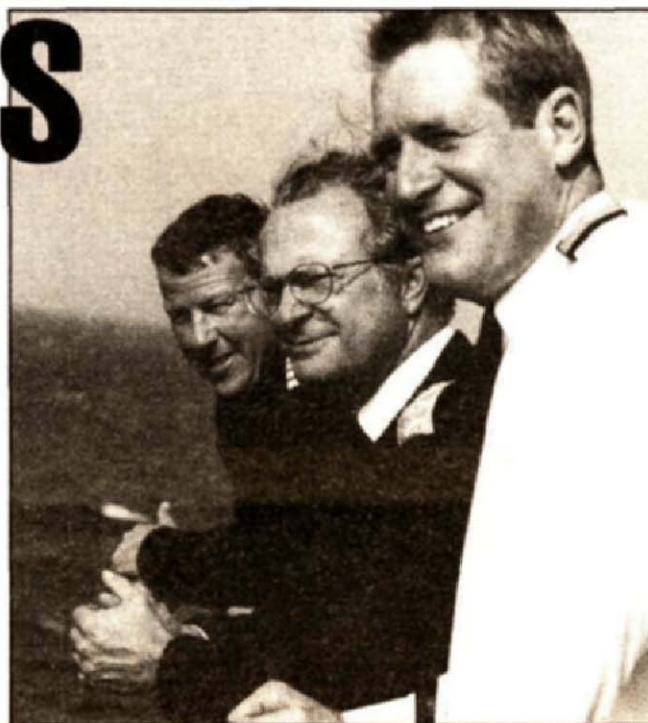
His Majesty was accompanied on the visit by Captain Niall Kilgour, Captain of the Sixth Frigate Squadron, and Northumberland's CO, Commander Steven Bramley.

## Stylish arrival

HMS Northumberland also provided VIP treatment for the new Lieutenant Governor of Jersey Sir Michael Wilkes.

Sir Michael and Lady Wilkes were escorted to St Helier for a stylish arrival, with Northumberland providing a ceremonial guard and 15-gun salute.

The ship sailed from Jersey to Brest for a Defence Industry Tour and took part in a joint exercise with the French and US navies before returning to Plymouth.



The King of Sweden watches a man-overboard drill with Capt Niall Kilgour and Cdr Steve Bramley.

# Association of Wrens celebrates 75 years

MORE than 2,000 members of the Association of Wrens packed St Paul's Cathedral for a service of thanksgiving on their 75th anniversary.

The Princess Royal, who is patron of the Association, read during the service which was attended by serving and former Wrens from all over the United Kingdom and as far away as Australia, New Zealand and Canada.

The Association was founded by Wrens after the Great War.



The Princess Royal meets Wrens Association members PO June Cunningham, RAN, Mrs Paddy Wall and Mrs Beryl Watt.

# Stars shine on the night

THE ROYAL charity gala at London's Theatre Royal in Drury Lane was a great success for King George's Fund for Sailors.

Princess Margaret was joined at the show by Lord and Lady Callaghan, First Sea Lord, Admiral Sir Jock Slater, and Michael Portillo, Secretary of State for Defence.

## Full house

"The Fleet's In" was a blend of nautical songs with stars from Broadway and television who played to a near-capacity audience.

The evening ended with an after-show party at the Waldorf Hotel where the audience could meet and mingle with the production's stars.

# Ten years of Navy News for the blind

FOR THE last ten years a dedicated team in Portsmouth has been bringing Navy News to the blind.

Mr Victor Cox and his crew of five volunteers from Portsmouth Area Talking News produce a selection of stories on cassettes each month and distribute them to blind people all over the country.

During the D-Day celebrations the team recorded over 20 tapes of material, visiting several ships over a ten-day period.

Mr Leonard McDonald is Treasurer of the HMS Manchester Association.

He said: "I have spent most of my life in ships, but many blind people have never seen a ship before, so they very much appreciate the time spent by ratings and officers describing not only the ships themselves but the work which is done on board."

Service personnel who might like to help with the production of Navy News for the blind should contact Mr Cox on Portsmouth 01705 373688.

# Flagpole for sale

A FLAGPOLE which stood outside Plymouth's RN Hospital for more than 100 years needs a new home.

It's new owners, architectural and building material salvage experts Stax Reclamation, of Beacon Park Rd, Plymouth, fear the flagpole may have to be cut up unless a buyer comes forward.

If you can help, contact Mr Stephen Meyrick on 01752 783838.

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"How am I supposed to get that down a ruddy ship's chimney?"

## NEWSVIEW

### Options for courage

BY TURNS vain and generous, self-serving and kindly, loyal to his friends and sexually unfaithful, viewed askance by the Establishment and loved by the public, a bon vivant who cared for his fellow man – you can say all this of Nelson.

Which is what makes him the kind of splendidly flawed hero we prefer today, rather than the sanitised, saintly ideal the Victorians made of him.

You can't knock Nelson. He covered the water-front of human strengths and frailties well enough – and his were well enough known in his own lifetime – to make any reassessment of his character endlessly problematic even for the modern, determinedly iconoclastic biographer.

You can find a similar blend of virtues and vices in the personality of Oskar Schindler, the Nazi industrialist who put his life on the line to save his sizeable workforce of Jews from the gas chambers, expending most of his fortune in the process.

#### Fanaticism

Schindler's strange career has lately caught the imagination of the public half a century after it effectively ended – while Nelson's seems to have something to appeal to each successive generation.

There are many different kinds of heroism – lately even the fanaticism of Japanese combatants, so difficult for westerners to comprehend, has earned the respect of the naval veterans of World War II who endured the attentions of Kamikaze pilots in the Pacific.

Its definition, in terms of official recognition, may even be out of date, as Capt Chris Craig cogently argues in his memoir of the Falklands and Gulf Wars.

Simple endurance – and performance – in the presence of ever-present danger requires a special sort of courage, while a single, spectacular act of valour can often be carried out in a mental vacuum.

#### Staying power

Craig himself admits that the preoccupations of command mostly anaesthetised him against fear – for which he was duly grateful.

Individual instances of brave conduct are those that attract the most attention – like that of Lt Cdr John Snowball who piloted an RN Sea King helicopter through a fog-filled valley in Bosnia to rescue a soldier injured by a mine explosion and has now been awarded the Air Force Cross.

Yet Snowball was also commended for his sustained exceptional performance over 18 months in the same theatre.

Staying power is as true a hallmark of heroism as any other – and deserves more credit than it usually gets.

# Silent tributes multiply on remembrance week-end

Millions of people across the United Kingdom observed not one but three silences during a week-end of remembrance last month that, falling in the 50th anniversary year of the end of World War II, saw the biggest parade turn-out for many years.

The revived two minutes silence on Armistice Day itself, long demanded by the British Legion, was widely observed while the RBL's Festival of Remembrance, televised that evening, repeated the gesture for viewers at home.

This saw the final performance by the mast-manning team from HMS Daedalus. RO Ricky Peacock was the button boy, wearing a safety harness following the fall of LS Paul Wilson at Aylesbury in September. Wilson, who is still receiving treatment at Stoke Mandeville Hospital for spinal injuries, was in the audience with his girlfriend and members of his family.

#### Manchester march

The following day the Queen led the Remembrance Day silence at the Cenotaph, attended by over 10,000 veterans. The Queen Mother had been at the earlier Field of Remembrance service at Westminster Abbey.

Similar ceremonies, big and small, were being held throughout the country – and worldwide. Cdr Richard Mitchell, Commanding Officer of HMS Manchester, is seen here laying a wreath in the Type 42 destroyer's namesake city after 50 members of the ship's company marched through the centre with World War II veterans and representatives of the other two services.

Picture: FOSF Photographic unit



## ANNIVERSARY OF A LEGEND

THE 'UNKNOWN Soldier' may have been a sailor. . .

Last month saw the 75th anniversary of an event that provided one of the enduring mysteries of World War I – the interment in Westminster Abbey of an anonymous casualty of the carnage on the Western Front.

Who was he? The appellation "soldier" was rejected in the early stages of the project, to reflect the fact that airmen and sailors had also taken part in the 'war to end war' – many of the latter actually in the trenches, while serving in the Royal Naval Division.

And so he, whoever he was, was more properly awarded the title "Unknown Warrior".

He was not unique – the United States, France, Belgium, Yugoslavia, Rumania, Czechoslovakia, Italy, Portugal and Poland each selected their own nameless hero – who might not have been a hero at all, of course, though he was awarded the highest honours for bravery, the unknown American GI receiving a VC from Admiral Beatty.

There is also some confusion over who originated the idea. In the British case, it is generally held to be the Rev David Railton, who was serving as a padre with a battalion of infantry in 1916 and had the inspiration when he came across a rough wooden cross in a garden near Armentieres bearing the inscription 'An unknown British Soldier of the Black Watch'.

Railton did not actively pursue it until four years later, however, when he took the matter up with the Dean of Westminster – by which time the suggestion had already been made by the Daily Express.

#### Unmarked graves

Whatever, the idea was approved by the Government and seized the public imagination. Eight unmarked graves containing unrecognisable bodies were dug up on eight different battlefields in France – the Rev G. Kendall, then senior chaplain to the 63rd Naval Division, supervising the exhumations.

After each had been placed in an identical coffin draped with the Union flag, a blindfolded general officer was asked to lay his hand on one. This was transported to Boulogne, where its occupant was transferred to an oak casket made from a tree from the grounds of Hampton Court Palace, and taken in long procession to the quayside, where after a tribute from Marshal Foch, it was placed on board the destroyer HMS Verdun.

In mid-Channel, the Verdun was met by six destroyers of the Atlantic Fleet's 3rd Flotilla which escorted her to Dover, where the coffin was put on a train to London.

On Armistice Day 1920 it was borne on a gun carriage to Westminster Abbey – stopping in Whitehall while King George V unveiled the Cenotaph – where it was laid to rest in the nave 'among kings', covered with 100 sandbags of specially imported French soil.



# Rosyth's place in the maritime history of a turbulent century

## From Jutland to the Cold War . . .

**U**NTIL the break-up of the Soviet Union in the early 1990s, Rosyth was a cornerstone of Britain's maritime strategy. It was a base for the naval forces which, in event of war, would fight a decisive battle against enemy submarines in the waters between Greenland, Iceland and the UK.



Admiral Beatty . . . chose Rosyth as base for the Grand Fleet.

But, when the decision to build the base was made in 1903, Britain had a different enemy in mind – Germany, which under Kaiser Wilhelm II had begun an ambitious and alarming programme to build a fleet designed to challenge Britannia's hitherto unrivalled naval might.

That a new base on Britain's north-east coast was needed for the repair and refurbishment of her massive fleet, was virtually unquestioned within the Admiralty, but choice of location had been another matter . . .

Admiral Jackie Fisher, the reforming First Sea Lord, had wanted the base to be sited further north in the Cromarty Firth, which he felt was a better location for strategic reasons. Rosyth,

he believed, was an unsafe anchorage due to the presence of the Forth Bridge. "That beastly bridge," he said, "if blown up would make the egress risky without examination."

### First ship

Nevertheless, 1,200 acres of land and 48 acres of foreshore were bought from the Marquis of Linlithgow and in 1909 work began to remove ten million cubic metres of soil from the tidal basin and approaches.

HMS Tiger, Beatty's flagship at Jutland where she was almost sunk. She and many other capital ships were repaired at Rosyth.



Progress was slow and it was not until the First World War was in its second year, in March 1916, that the first ship, HMS Zealandia, entered for repair.

Just two months later the base proved its worth when Jellicoe's battered Grand Fleet streamed back for repair from the Battle of Jutland. It had been the only clash of the two opposing fleets, and though it proved to be a strategic victory for Britain, it had been costly.

First to return was HMS Warspite, seriously damaged and

with her dead still on board. She was followed by the Princess Royal, Tiger, Southampton and Lion, flagship of the commander of the battle-cruiser force, Admiral Beatty.

Many more followed, and up to November that year Rosyth had docked and refitted 78 capital ships, 82 light cruisers and 37 small craft.

Beatty, whose battle-cruisers had been based there, made Rosyth the anchorage for the Grand Fleet when in 1918 he was appointed C-in-C.

With the end of the war the dockyard was reduced and in 1925 placed on a care and maintenance footing. During those inter-war years Rosyth became more famous as a breakers' yard. Among the ships that ended their days there were the liner Mauretania and ships of the scuttled German fleet that had been salvaged from Scapa Flow.

When the horizon once more darkened under the threat of war, the yard was quickly brought back into operation and, during 1939-45 dealt with 3,000 vessels.

## Warm welcome for new Clydesiders



ALTHOUGH Rosyth has ended its days as a naval base, Scotland will still be home to surface ships.

On November 13 four Sandown-class minehunters of the Third MCM Squadron were given a rousing welcome as they reached their new home at Faslane on the Clyde.

HM ships Bridport, Cromer, Inverness and Walney (pictured at their new berths) were saluted by a band, a fire-hose dis-

play by tugs, the music of a piper and a Sea King helicopter of 819 Naval Air Squadron based at HMS Gannet.

The reception was led by Commodore Brian Perowne, the naval base commander, embarked in HMS Smiler. He led the ships up the Gare Loch to their new home where they will be joined later by their sister-ship HMS Sandown. At present she is committed to NATO's Standing Naval Force Channel.

### THE LONG GOBYE

#### From front page

vessel separated by a cable's length. They were led by HMS Middleton, followed by other ships of the First MCM Squadron – Berkeley, Quorn, Chiddingfold, Dulverton and Ledbury.

Then came the ships of the Third Squadron – the Sandown-class vessels Bridport, Walney, Inverness, and Cromer. Finally there were four ships of the Fishery Protection Squadron – Lindsfarne, Guernsey, Orkney and Alderney.

Duties elsewhere prevented HMS Sandown of MCM3, and the fishery protection vessel HMS Anglesey, from taking part. HMS Brocklesby of MCM1 remains at Rosyth, in refit in Babcock Defence Dockyard until August.

The naval base, which finally closes in March as a result of the Defence Costs Study, will be taken over by a development consortium in which Babcock has an interest.

With the departure of the ships, about 1,000 naval personnel ashore and afloat have been relocated. MCM3 has transferred to Faslane, and MCM1 and the Fishery Protection Squadron, with their shore staffs, have been moved to Portsmouth, as has the HQ of the former Commander Minor War Vessels (COMMV). On November 21 the post of COMMV and Captain Fishery Protection were combined under the title Captain Minewarfare and Patrol Vessels.

FOSNNI will continue to fly his flag at Maritime HQ Pitreavie, near Rosyth, until he, too, moves to Faslane in March.

The land at present occupied by the accommodation establishment HMS Cochrane will be put up for disposal. But a naval presence continues with the re-commissioning in the spring of HMS Caledonia, a new support establishment for ships in refit.

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# IT'S A CRASH COURSE IN

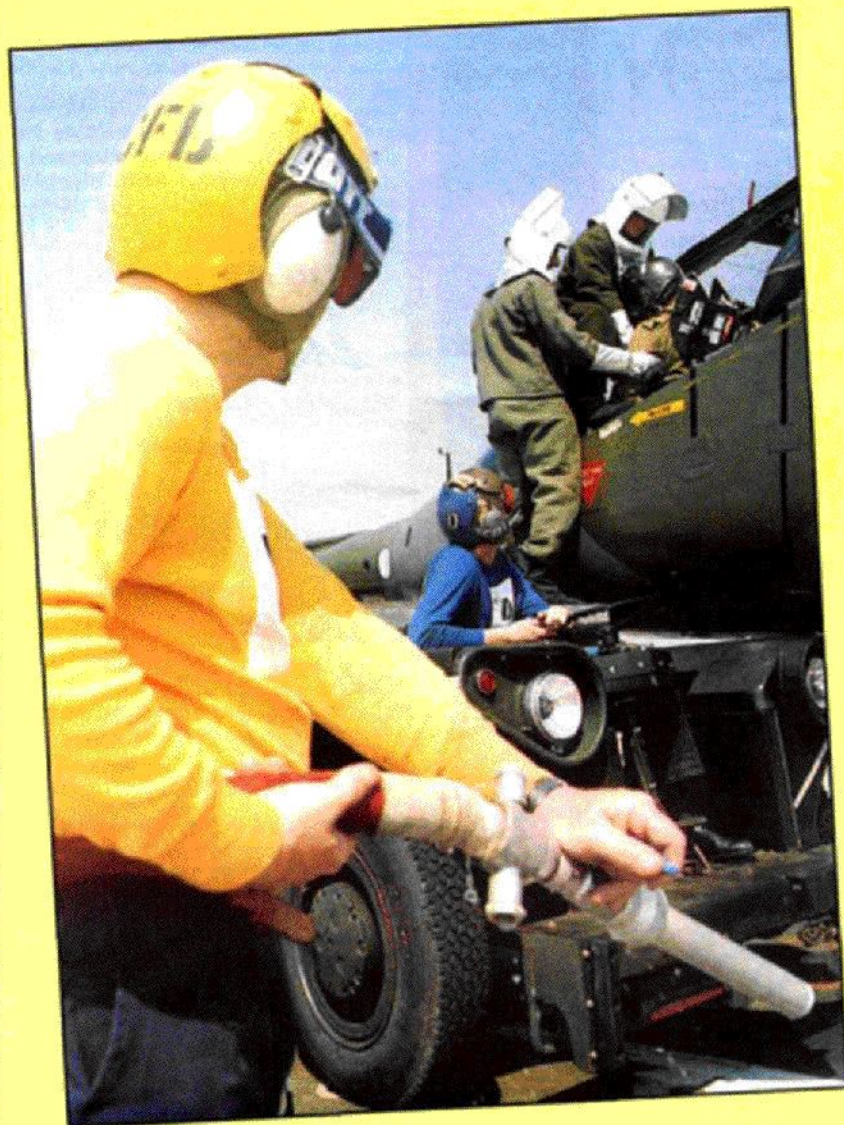


Above: Trainees get their first glimpse into the often hectic world of flight deck operations in the classroom using scale models

Right: A simulated wreckage fire at Predannack Airfield. Trainees are carefully controlled but can face radiated temperatures of over 2,000 degrees C.

**Pictures by CPO(PHOT) Steve Newbury, PO(PHOT) Brynn Sharkey and LA(PHOT)s Erik Kennelly and Ian Richards.**

Below: A Harrier pilot is recovered from the cockpit of his aircraft while fire fighters guard against the risk of further flames.



THE FLEET Air Arm has established a new wing in its training operation to keep up with the rapidly changing world of naval aviation.

The newly created School of Flight Deck Operations at RN Air Station Culdrose packs a comprehensive course in aircraft handling and direction, crash rescue and fire fighting into 15 intensive weeks of training.

Realism is paramount in the school's programme and its unique facilities ensure that graduates will be ready to tackle any emergency.

A full-size copy of an Invincible-class carrier deck is used in conjunction with FAA helicopters and Harriers to teach aircraft direction and rescue skills.

Apart from the ramp and superstructure, the 600ft dummy deck is identical to that of a carrier and is also used by front-line pilots and deck parties to sharpen their skills.

A new fire-fighting trainer pipes pressurised air and contaminated aviation fuel from a 500-litre tank to simulate everything from an engine fire on top to a full-scale crash on deck, with flames radiating heat at over 2,000 degrees C.

## Fleet Air Arm new training

Before the trainer came into use at RNAS Culdrose's satellite airfield, Predannack, hundreds of gallons of fuel would be ignited for an exercise which would have to continue until all the flames were out, with training aids needing regular replacement.

### Total control

Now, instructors can put the fire out with the turn of a handle and have such control over the fire that its intensity can be reduced or increased to match the effectiveness of the fire-fighter's technique.

The school has a wide variety of aircraft to train on, including Wessex, Whirlwind, Wasp and Gazelle helicopters, and it uses Buccaneer and Hunter jets for fire-fighting with foam.

Physical training, a comprehensive range of driving skills, and demanding exams all form part



A Mark 10 crash rescue vehicle at Predannack Airfield smothers a blazing aircraft with foam



# FLIGHT DECK OPERATIONS!

## arm opens ng school

of the course, ensuring that graduates leave with a broad range of practical and theoretical knowledge.

The intensive and specialised training is a far cry from the early days of naval aviation when stokers and able seamen were commandeered to move aircraft when the need arose.

The School of Flight Deck Operations can trace its roots back to 1938 when four air stations, Lee-on-Solent, Worthy Down, Ford and Donibristle, were transferred to the Admiralty, and the Stoker's Fire Force was born. This grew to about 900 who were trained at RNAS Eastleigh.

Experiences in the Second World War proved that it was essential to have specialised knowledge of crash rescue, handling and directing of aircraft.

Training was established at RNAS Easthaven (HMS Peewit) in Scotland where

Barracudas, Fireflies, Swordfish, Martlets and Ansons were operating, and the Aircraft Handler entered service as a specialisation of the seaman branch on April 5, 1945.

In 1946 it was agreed that Aircraft Handler should be a specialised rate in the FAA, and training transferred to RNAS Gosport (HMS Siskin) to become a branch of the Royal Naval School of Aircraft Handling, based in Fort Rowner.

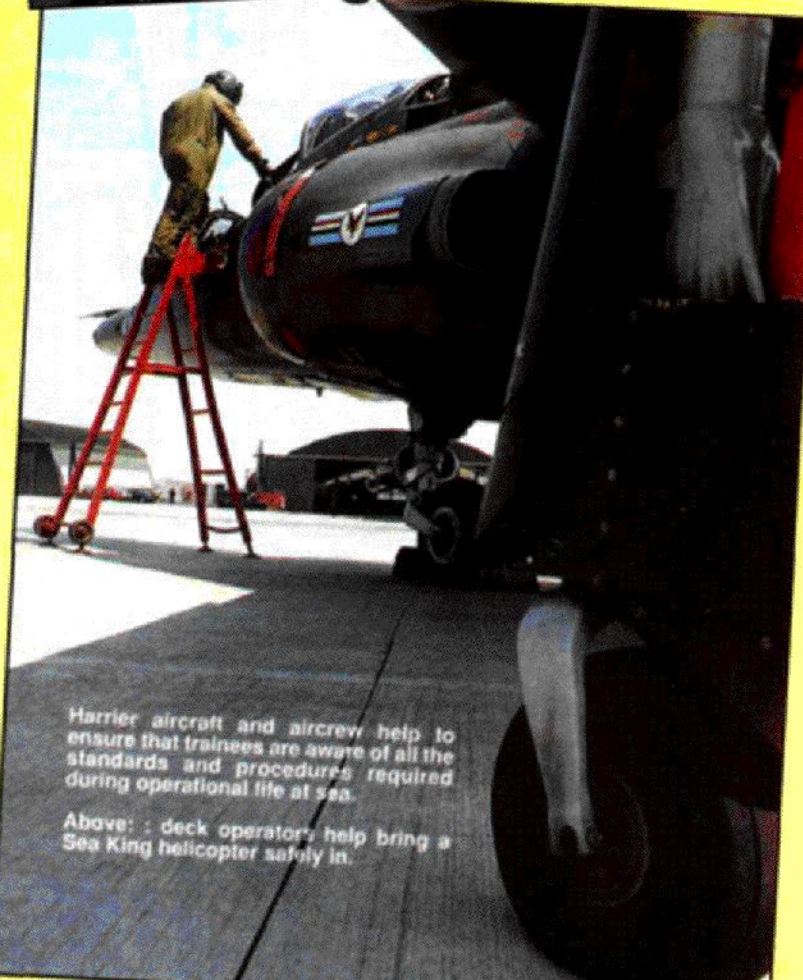
### Official opening

The school remained there until 1957, and after two years in HMS Daedalus, moved to its present location at RNAS Culdrose.

With the restructuring of training at Culdrose, the duties of the RNSAH were taken over by the RN School of Flight Deck Operations, to reflect the current training task more accurately.

● The RNSFDO was officially opened by RNAS Culdrose's Commanding Officer, Capt Peter Fish, in October.

Right: flight deck operators are put through their paces on a full-scale dummy of an aircraft carrier's deck. Below: A pilot's eye view as the flight deck personnel approach a Harrier with emergency brakes



Harrier aircraft and aircrew help to ensure that trainees are aware of all the standards and procedures required during operational life at sea.

Above: deck operators help bring a Sea King helicopter safely in.



# At Your Leisure

## Test pilot learns a hard lesson

TAKING off from 1945, when his first book *They Gave Me a Seafire* ended, **Up in Harm's Way** (Airlife £18.95) covers Cdr Mike Crossley's service in the Fleet Air Arm from the start of the jet age to 1963 when, as Commanding Officer of the Naval Test Squadron at Boscombe Down, he took part in the final clearance of the Buccaneer.

These were pioneer days when the RN led the world in carrier aviation technique. Its test pilots helped solve key problems by taking a hand in the invention of the angled deck, the steam catapult and the deck landing mirror sight.

These three items not only made it possible to operate large aircraft from carriers, but with the take-off power given to them by the steam catapult, interceptor/fighter aircraft achieved a worldwide, multi-role fighter/strike capability independent of other countries' airfield facilities.

### Flying boats

The author himself invented the head-up display while testing flying boats for Shorts and was one of the first pilots to make use of the radar-assisted rocket/bombing technique known as 'lobbing'.

Crossley's memoirs should have concluded on a high note, with his final flying appointment at Boscombe where he also invented the "hands-off" launch technique for the Buccaneer which saved it from probable cancellation at a very difficult time for the future of Naval aviation.

But shortly afterwards he was passed a file on the carrier build-

ing programme in which it was stated that since the RAF had already lost the TSR-2 it was now up to the Navy to bear its share of savings on the defence budget.

It argued that although the cost of the carrier plan could be reduced by building just one new carrier, the effectiveness of such a force with only three vessels - Hermes, Ark Royal and CVAO-1 - would be "disproportionately less from about 1970 onwards and would cease to be viable by 1980."

"The Navy had apparently argued that if only one new carrier were built, its carrier fleet could then have been less cost-effective than building three new ones," the author mourns.

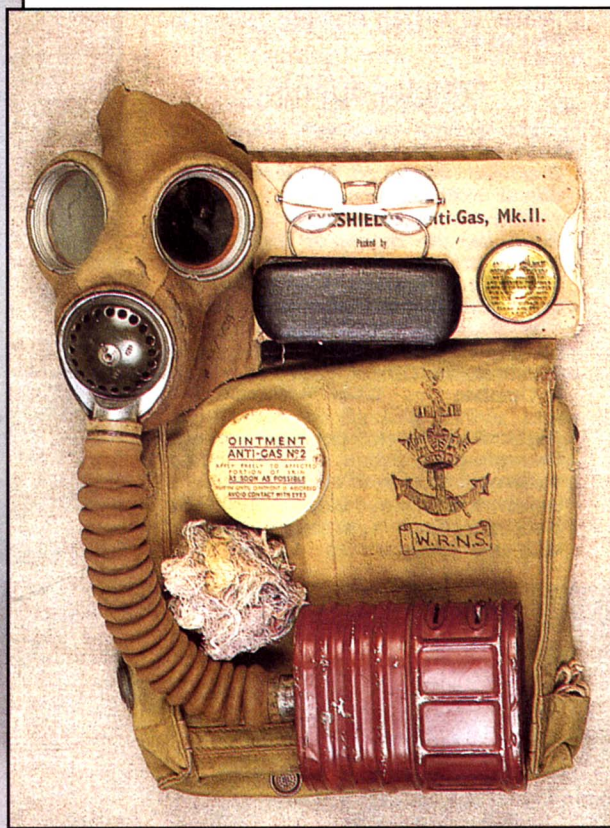
"In effect, this was tantamount to their saying that if they could not have three new carriers they did not want any. They had failed to perceive the advantages of accepting a single new carrier as a possible 'foot-in-the-door' allowance of further carriers if a future politician relented."

The rest, as they say, is history. "Perhaps the Royal Navy had no-one but itself to blame for the loss of its large carriers and for making such a poor case for their retention, the inevitable consequence clearly displayed by Galtieri's action a few years later."

- JFA



## Fully covered for a wartime winter



AHEAD of the other services, the Admiralty realised early in 1940 the need to provide its women auxiliaries with a heavyweight greatcoat - before its issue WRNS made do with a gaberdine raincoat which provided little warmth.

A similar style of coat, the "watchcoat", was issued as a loan clothing item to those requiring a warm work coat. This bore a strong resemblance to the greatcoat but was single-breasted and designed to be worn long, coming nearly to the ankles.

The model is wearing the post-1942 style cap bearing the traditional cap tally, in this case the wartime 'HMS' introduced as a security measure, although it was not uncommon to see establishment and occasionally even ships' names displayed.

As prescribed, the respirator is being "carried at all times". The haversack - khaki for all three armed services but here personalised by the addition of a WRNS crest - also contained Mk VI anti-dim ointment; ointment anti-gas No 2; anti-gas eye-shields Mk II; cotton waste for use in blotting liquid blistering agents; and here a pair of issue respirator spectacles in sprung frames which could be worn under the mask.

- From *World War II British Women's Uniforms* (Windrow & Greene £12.95) by Martin Brayley and Richard Ingram.

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## Staying power of Sumner-Gearings

THE United States Navy's Sumner-Class Destroyers (Conway Maritime £35) served as a standard for post-World War II destroyer design and development.

Their evolution over the course of nearly 40 years and three wars is fully covered by Robert Sumrall, curator of ship models at the United States Naval Academy Museum.

He traces the origins of these ships through half a century of changing technology, showing the great advances made in ordnance, fire control and steam engineering.

The Sumners and their long-hulled sisters the Gearings were designed and built in the midst of World War II and adapted and modernised during the Cold War.

### Flexible

Examples of both classes were in service in other navies around the world as late as last year.

As Norman Friedman notes, the British response was the *Daring* Class - in effect a Gearing with a British-style forecastle but with much the same power plant and layout.

That the *Darings* were never much modernised suggests that the US design was more flexible, perhaps because it did not carry heavy gun mounts quite so high.

# Gulf mines were Chris's 'first and last feat'

CHRIS Craig's name fits his craggy features like that of a cartoon super-hero.

He should have been a gift to the war correspondents covering his exploits as the only British senior officer who commanded in both the Falklands and the Gulf and yet they have paid him scant attention - despite his being described by Sandy Woodward as deserving of a VC in the former ("had he been sunk as well!") and as "brave and dedicated - an outstanding war leader" by General Sir Peter de la Billiere in the aftermath of the latter.

So you have to ask why - and the answer seems to lie both in his own reticence in promoting his own achievements above those of his subordinates, which is, after all, an admirable trait, and in "the Navy's steadfast reluctance to act as self-publicist", as he suggests in the preface to his memoir of the two campaigns *Call for Fire* (John Murray £19.99).

### Blockade

At the height of the Gulf War, in which he was in command as Commodore of the 26 ships of the RN Task Group, one young sailor pleaded with him: "I've been out here doing the business since last September. We've blockaded the Iraqis, we've played hopscotch with their mines, and now our aircraft have sunk their bloody navy."

"But every time I get the airmail

papers from home, all I see are sodding tanks, waiting in the desert."

Nine years before, when he was commanding HMS *Alacrity* in the South Atlantic, "giving the RAF credit for the destruction of the Argentinian Air Force which had been decimated by naval aviation left me almost speechless."

Now he has the opportunity to give voice to his frustrations, mature reflection on the qualities necessary for command and the ordinary sailor's capacity for courage in the face of extreme adversity is given from the standpoint of a loner.

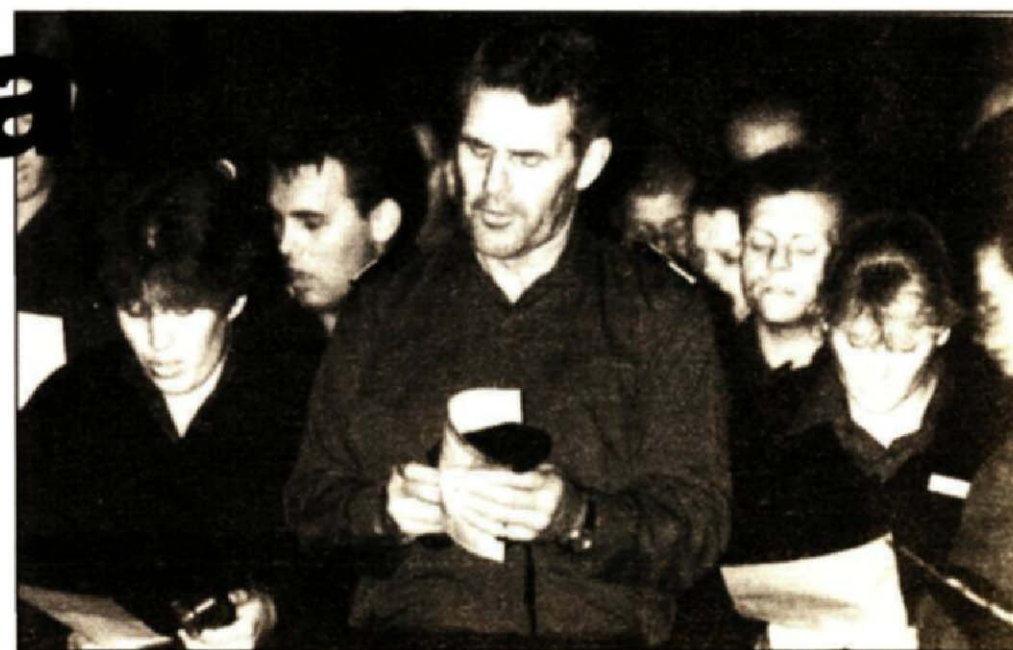
### Loner

Having grown up as an only child - his mother was "utterly ambitious for me" having been deserted by her husband during the London Blitz - he had become fiercely independent.

Not surprisingly, he empathises with other loners. In the Falklands, though he is reluctant to generalise, he found "the men who summoned the greatest resources in pursuit of courage seemed to be the truly self-reliant, those who did not need constant support from the company of others."

In the Gulf he knew his "first and last fear of the two campaigns" when he undertook to lead his ships into the Iraqi minefields.

Here he feels that the very



22 December 1990: Cdre Chris Craig joins the sailors and nurses of RFA *Argus* for a carol service while preparing for war.

phrase which governs the criteria for gallantry awards, "in the face of the enemy" is outdated and increasingly irrelevant to modern naval warfare

### Chilling

"... the courage involved in performing exceptionally for a sustained period in the midst of minefields or under constant threat of long-range missile attack can be every bit as worthy as conducting a short action in close proximity to the enemy... there was certainly courage aplenty on display against the minefields off Kuwait in late February 1991."

Nobody wanted the divers' jobs,

for instance, Craig cites one occasion when they raised a huge new ground mine - which would have broken the back of his flagship had it exploded beneath it - from a cold depth of 40 metres, working in minimal visibility and enduring chilling decompression stops on the way up. One was rendered unconscious from hypoxia as a result.

### Gung ho

This is a book which vividly sets the high tech complexity of today's wars at sea alongside the personalities of the men who conduct them - with full appreciation, disproportionate allocation of honours notwithstanding, of the other branches of the Armed Services.

As Gen de la Billiere notes in his foreword, without the Navy's support "the Falklands would never

have been regained and the Gulf conflict would have developed in quite a different manner."

Craig's account of the key points of his career is at once unrepentantly gung ho and unashamedly self-revealing. He is clearly - and by his own admission - no desk driver and no fan of the machinations of Whitehall.

Of his own stints at the Ministry of Defence he notes: "To this day, I cannot enjoy the hilarious excellence of the televised Yes, Prime Minister without feeling a shudder of vivid recall - it remains flawlessly accurate."

It takes a different sort of man to shine in that milieu - and Chris Craig is not that sort of man. But it is to the credit of the powers that be that they recognised, twice over, where his special talents were required.

Call for fire, indeed.

# TV comics jump on the buddy bandwagon

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## Screen Scene

STARSKY and Hutch... Cagney And Lacey... Lethal Weapon... it seems that the construction of one of these buddy-cop numbers involves the same process as ordering a Chinese meal: you permutate from a basic menu, namely young/old, male/female, black/white, cautious/reckless.

**Bad Boys**, the latest addition to the cycle, opts for characterising its two leads as young-young, black-black, male-male, cautious-reckless. In this case the star duo being played by television comedians Will Smith and Martin Lawrence, the gags are even more prominent than usual.

It all zips along divertingly enough, but we do seem to be rapidly approaching the point where the only formula left untried is going to involve making an action thriller featuring two cautious, old, black ladies.

The title part in **Dolores Claiborne** is a typical Stephen King loser, despised and exploited by everybody in sight. We wait in vain for Dolores to unleash some Secret Power and abolish her tormenters - by spontaneously combusting them, perhaps, or turning them into cat litter.

But no, this is King in approximately realistic mode, with a mother-daughter character study harnessed to a murder investiga-

tion yarn in which the storyteller's sleight of hand (murders that may be suicides, accidents that may be murders) is given a thorough and satisfying demonstration.

The background is a bleak New England fishing community: permanent drizzle, cold mist, steamed-up windows in the diner, everyone looking pinched and miserable.

Jennifer Jason Leigh and Kathy Bates underplay in accordance with the subdued nature of the setting, and the multi-twist ending is a real crowd-pleaser.

The director, incidentally, is named Taylor Hackford and it's presumably no coincidence that tucked away in the scroll of end credits you can spot one Alex Hackford, working on the movie as a "gull wrangler". Oh, come on, Taylor, surely nepotism can stretch further than having the poor lad look after the birds.

- Bob Baker

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# At Your Service

## Reunions

### NOVEMBER

**HMS Ganges** 15/114 classes, 12 Mess Rodney Division 1946, 50th year get together at U.J.C. London, November 29-30. Contact Jim (Bud) Flanagan, 14 Cherry Tree Rd, Snettisham, King's Lynn, Norfolk PE31 7NZ. Tel 01465 542997.

### JANUARY 1996

**HMS Daedalus** A mess dinner will be held on January 18 to mark the closure of the wardroom. The event is open to all serving and retired officers who have a connection with HMS Daedalus. The cost for non-mess members will be £20 per head. Officers who wish to attend should contact the Commander's Assistant, HMS Daedalus, Lee-on-Solent, Hants PO13 9NY. Tel 01705 550143.

### FEBRUARY

**Royal Marines** drum majors and bugle majors reunion. Sergeant's Mess, RM School of Music, Deal, Kent, February 9, 1996. A reunion for serving and ex-serving RM buglers will also be held, in the Marlborough Rooms on February 10th 1996. Contact WO2 (Bugler) J F O'Connell, Corps Drum Major, Royal Marines, RM School of Music, Deal, Kent CT14 7EH. Tel 01304 362121.

### MARCH

**HMS St Austell Bay Association** holds its second reunion on March 2, 1996. For details, contact Doug Hughes, 19 Kipling Rd, St Marks, Cheltenham, Gloucester GL51 7QJ. Tel 01242 691259.

**WRENS (Radar)** A reunion for serving and ex-serving Wrens (Radar) including those who transferred branches and became officers is to be held at HMS Dryad on March 22, price £7.50. Send a SAE to POWren(R) Saranne Jones, SSCS Section, Purbrook Block, HMS Dryad, Southwick, Fareham, Hampshire PO17 6EJ. Tel 01705 284423.

**HMS Whitesand Bay Association** holds

its eighth reunion at the Royal Sailors' Home Club, Portsmouth, on March 23, 1996. For details, contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Hertfordshire HP1 3LD. Tel 01442 63405.

**HMS Implacable Association 1944-55** The second reunion will be at the Burlington Hotel, Eastbourne, March 29-31, 1996. Tel 01228 514570 for details.

**HMS Cassandra 1944-66** The second reunion will be held at the RMA Club, Royal Leamington Spa, March 29-30, 1996. Details from Bob Sheard, 9 St Albans Drive, Sheffield S10 4DL. Tel 0114 230 7007.

**HMS Indefatigable Association** reunion at the Royal Sailor's Home Club, Queen St, Portsmouth, March 30-31, 1996. For details, send a SAE to Jack Hibberd, 23 Canterbury Avenue, Southampton SO19 1EB.

### APRIL

**HMS Newfoundland Association** holds the next annual reunion April 12-14, 1996, at the Trecarn Hotel, Babbacombe Bay, Torquay, Devon. Contact Ron Windbank, 3 Dunstall Lane, St Mary's Bay, Romney Marsh, Kent TN29 0GN. Tel 01303 872179.

**HMS Pearl 1935-46** The next reunion will be held 19-20 April, 1996, at Padham, Nr Burnley, Lancashire. Contact Geoff Lancashire, 1 Rowsham Court, South Hill Ave, Harrow on the Hill, Middlesex HA1 3NX. Tel 0181 422 2357.

**HMS Cumberland Association** holds its eighth reunion April 19-22, 1996. For details contact the association at "Aysgarth", Cross Lane, Bexley, Kent DA51 1HZ.

**HMS Ceylon Association** reunion, open to shipmates from all commissions, at The Royal Sailor's Home Club, Queen St, Portsmouth, on April 20, 1996. For details send a SAE to R Pratt, 33 Swanton Rd, Havant, Hants, Hampshire PO9 2HH.

**HMS Ladybird (SASEBO-Japan) 1950-53** The ninth annual reunion will be in HMS

Nelson on April 20, 1996. For details, contact Terry Cooper, 28 Hopgrove Lane South, Malton Rd, York, YO3 9TG. Tel 01904 425883.

**Bounty Boys Association** reunion, April 23, 1996, at the Royal Sailor's Home Club, Queen St, Portsmouth. Contact Jack Brown, 115 Eversleigh Rd, London SW11 5UY. Tel 0171 228 7237.

### MAY

**HMS Tenby** Frigate F65 and minesweeper J34, reunion May 3-6, 1996, at the Trecarn Hotel, Babbacombe Bay, Devon. Contact Jeff May on 01344 59368 or Phil Rowe on 0161 747 7325.

**The Royal Canadian Naval Association** invites you to Canada's largest naval reunion, in Ottawa, May 24-26, 1996. Many free events, stage show and mini-tattoo. For more information contact the Ottawa-Hull Naval Association, 150 Middle St, Ottawa, Ontario, Canada K1R 6K4. Tel 001 613 233 7009.

**HMS Diomed 1971** First commission communications. It is planned to hold a reunion in May 1996 to mark the 21st anniversary of commissioning. Contact Dave Lovatt on 01705 240168.

**RN Commando Association** annual reunion, including AGM and Church parade, at the Nautical Club, Birmingham, and St Augustine's Church, Edgbaston, May 4-5. Details from the Hon Sec, 7 West Haven, Cosherton, Pembroke Dock, Dyfed SA72 4UL. Tel 01646 684926.

**HMS Faulknor Association** reunion at the Royal Sailors' Home Club, Portsmouth, May 10-12, 1996. Details from Carl Heuer, 89 Bowers Rd, Benfleet, Essex SS7 1BH. Tel 01268 756141.

**HMS Vortigern**, sunk March 15, 1942. A memorial service will be held on May 19, 1996, by members of the V&W Association, at the graveside of 13 crew members buried in Lowestoft cemetery. Any survivors or next

of kin are welcome. Contact C W Fairweather, Stable Cottage, Colchester Rd, West Bergholt, Colchester CO6 3JQ. Tel 01206 240 614.

**23rd Destroyer Flotilla**, HM ships Saumarez, Scorpion, Scourge, Savage, Serapis, Swift, Stord and Svenner, the next reunion takes place on May 25, 1996, at 1800hrs in the Victory Club, HMS Nelson, Portsmouth. If the 26th Destroyer Flotilla are welcome to come alongside and step on board. Please send a SAE to S/M Bill Swift, 37 New Rd, Lovedean, Waterlooville PO8 9RU. Tel 01705 591032.

**HMS Cavalier Association** holds its seventh reunion at South Shields, Tyne and Wear, May 24-27, 1996. A trip to Cavalier has been arranged. For details, contact Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DU. Tel 01752 768201.

### JUNE

**HMS Verulam** reunion at the Royal Sailors' Home Club, Portsmouth, June 1 1996. For details, contact C Williams, No 1 Brooklands, Tiptree, Essex Tel 01621 816207.

**888 (PR) Naval Air Squadron, Ceylon, 1944-46** The next annual reunion will be held in early June, 1996. For details and a newsletter contact Joe Kelly Tel 01902 822612, Norman Perryman Tel 01934 820553, Maurice Smith Tel 01472 816440 or write to 28 Ashwood Drive, Humberston, Grimsby DN36 4TX.

### UNDATED

**St Vincent Blake Class I, 1946** Anyone interested in a 50th reunion in 1996 should contact Maurice R Dawe, 55-525 Midland Point Rd, Midland, Ontario, Canada. Tel 705 527 5590.

**HMS Renown 1939-48** A reunion is planned in Leicester, Renown's adopted city, in 1996. If interested please contact John Roche, 71 Glenholt Rd, Glenholt, Plymouth, Devon PL6 7JD. Tel 01752 775926.

## Calling old shipmates

**Eddie Thomas**, HMS Diomed and HMS Resolution, 1938, from Tonypandy, Wales, or relatives, please contact PO A Fleetham, 50 Peterlee Cottages, Wheatley Hill, County Durham DH6 3RH. Tel 01429 820403.

**HMS Hedingham Castle 1954-55**, Portland, HMS Morecambe Bay 1955-56, America and West Indies. Would members of the ship's company please contact Geoff Williamson, 18 Stretton Way, Kenwick, 459 9591, Western Australia.

**HMS Sennen** (ex-US coastguard cutter) Frank Hakin would like to hear from Lt Norman Page, and R Wilson, Mail office, HMS Vernon, 86 Park House Farm Way, Leigh Park, Havant, Hampshire PO9 4AN.

**HMS Bermuda**, South Atlantic, 1950-53, LS Jan Stark would like to hear from LS Bill McCintock, LS Spike Jones and any other ordnance party sailors including Fred Swartz, 19 Geneva Crescent, Seven Hills, New South Wales 2147, Australia.

**John 'Raggy' Nye**, please contact L Wilson, 10 The Elms Smith Rd, Bedfordview, South Africa 2008. Tel 002711 6223390.

**LCT 328**, mined December 5, 1944, Greece. MM Bennington, Stokers K Davis, and A Manners, Signaller H Ramsey, ABs H

Brownsea, CH Crowther and Woodward, and Wireman J Golborn. Please contact Georgie Bostrom, Navigation Bungalow, Longdown Lane, Willoughby, Rugby CV23 8AG. Tel 01788 891148.

**RN Commando** If you served with RN Commando or RNBSS, FOB, LCOCU, COPP, SBS, then the RN Commando Association would like to hear from you. Contact the Hon Sec, 7 West Haven, Cosherton, Pembroke Dock, Dyfed SA72 4UL. Tel 01646 684926.

**Combined Operations 128 Flotilla**, LCAs MV Circe, Sicily landings 1943. Were you there? Contact Jim Frost, 511 Agar Rd, Coronet Bay, 3984 Victoria, Australia, or Harry Ford, 28 Reins Rd, Rastrick, Brighouse, West Yorkshire HD6 3JG.

**Helen, WRNS, Gibraltar 1943-44** Ex-Marine Frank Harvey would like to hear from you. 1216 First St, Castlegar, BC, Canada V1N 1A2.

**HMS Phoebe 1940** Ken Kent, Tel 01482 441235, and Vic Chanter, Tel 0115 953160, would like to hear from old shipmates interested in a reunion.

**HMS Ulster D83 1949-52**, Plymouth local flotilla. The following comms staff are sought: W/T. Tels J Francis and Robinson, O/Tels Ivy

Benson, M Goacher, Reg Hunt, Billy Furness, V/S. Sig Hartstone and any others. Plus LREMS Jock Herkiss and Taff Phillips. Please contact Terry Cooper, 28 Hopgrove Lane South, Malton Rd, York YO3 9TG. Tel 01904 425883.

**HMS Saumarez 1946** Stoker DD Taff Carr would like to hear from old shipmates Pym, Coverson, Dodger, Long, Jock Wells and all who served during the Corfu incident, October 1946, 24 Tyn-y-Cae Rd, Traillan, Swansea SA7 9UL. Tel 01792 793400.

**HMS Tenby J34** WWII minesweeper's canteen manager, last known to be living in Gosport. Please contact Roy Tapping Tel 01202 301903.

**HMS Nuthatch**, Anthorne, nr Carlisle. Pat Gardner is looking for old shipmates for a reunion. Please write to 24 Freshfield Court, Carlisle, Cumbria or Tel 01228 47385 between 1 and 6pm.

**St Vincent Blake Class I, 1946** Maurice R Dawe would like to contact shipmates from HMS Nigeria boys mess 1946, HMS Vanguard 1947-48, HMS Vanguard 1948-49, HMCS Sydney 1950-52, HMA ships Torrens, Ruscutter, Murchison and Penguin 1952-56, 55-525 Midland Point Rd, Midland, Ontario, L4R 5G9, Canada.

**HMS Cleveland 1940-42** Do you remember Kiwi Telegraphist Colin (Natty) Newton? His son is visiting UK next year and would like to meet his old shipmates. Write to Mr M Newton, 40 Salamanca Rd, Sunningdale, Auckland 1310, New Zealand.

**Victoria River, Hong Kong** Does anyone remember laying up here under the Japanese six-inch guns at the end of the war when Captain Shadwell sailed in to take over as Commodore of the dockyard with the S-type submarines? (The Japs were still at stand-off 48 hours later.) Write to 2 Falconry Court, 7 Fairfield South, Kingston-on-Thames, Surrey KT1 2UR. Tel 0181 549 0326.

**Gilbert "Bill" Platt**, served HMS Bermuda and Simonstown Naval Base, South Africa, originally came from Lancashire. Jean Lloyd would like to hear from you. The Manor House, St George's Rd, Southwood 5201, East London, South Africa.

**233 Kings Squad, Royal Marines, Chatham 1935-36** Mr G Farnworth would like to hear from you. 54 Guessens Grove, Welwyn Garden City, Hertfordshire AL8 6RF.

**HMS Plymouth, Falklands 1982** Petty Officers from fwd and aft mess interested in a reunion, please contact D L McDonald, 40 Lade Braes, Dalgety Bay, Fife KY11 5SS.

## Over to you

**HMS Saladin, April 28, 1944** James E Sizemore is a survivor of USS LST 507 sunk during exercise Tiger off the coast of Devon and was picked up by Saladin. He would like to hear from the ship on that date. PO Box 7304, Winston Salem, North Carolina 27109, USA.

**AB W Owen**, believed to have sailed in Royal Sovereign 1942. Mrs Sylvia Brown would appreciate any information. 214 Keetonwood Rd, Downham, Bromley, Kent BR1 4OP.

**HMS Hermes 1923-42** Anecdotes and stories sought for a new book, particularly pre-war adventures on the China station, then WWII episodes off Dakar, the Persian Gulf, Gulf of Aden and Ceylon. Contact Mr JM Parkinson, 10 Eastwood Rd, Dunkeld West, Johannesburg 2196, South Africa.

**HMS Javelin 1940** The brother of AB William Henry Clarke, killed in action in the ship on November 29, 1940, seeks his old shipmates in Javelin, Sardonex or in company at Narvik, Dunkirk or Arctic. Contact Bobby Clarke, 21 Firmer Walk, Newtownabbey, Co Antrim, BT37 0JF. Tel 01232 852709.

**Commander Earl Beatty**, HMS Dinosaur, Combined Ops May-June 1942. Please contact Georges Bilet, Vredestraat 73, 8310 St Kruis, Brugge 3, Belgium. Tel 050 352927.

**LS Norman Johnson**, HM submarines, joined the RN June 9, 1941, and served until May 1, 1946. Elsie B Morris would like to hear from you. 47 Floral St, Apt 9, Bath, Maine 04530, USA.

**Marine W J Thomas, PLX2718**. His brother, Mr G Thomas, would like to hear from anyone who served with him in the Royal Marine Commandos during WWII. 15 St Katherine's Mews, Totnes, Devon TQ9 5DN. Tel 01803 863445.

**Humber Heavy Utility** registered 26555 RN, possibly used as a staff car in Scotland or the North of England. Details of its history are required by a museum. Write to Cdr Eoin Sloan, Fairway Cottage, 33 Dane Rise, Winsley, Bradford on Avon, Wiltshire BA15 2NF.

**Cap Tallies** - collector requires contacts with a view to swaps. Contact CPO J E Hall, 10 Fraser Ave, Ardencaple, Helensburgh, Dumbartonshire.

**HMS Blake 1971** Does anyone have photographs of the ship's honour guard for Princess Alexandra in San Francisco during the British Week festivities? Please contact LG Hopkins, 29 Yoelits Lane, Lovedean, Hants PO8 9SR. Tel 01705 596170.

**HMS Ardent** Artist David Luck has an oil painting for sale. It is a helicopter's eye-view of the ship off the coast of Iceland with the background lit by the northern lights. It measures 38.5 x 31 inches and costs £160. Write to 5 Chelwood Avenue, Goring by Sea, Worthing, West Sussex BN12 4QP.

**Kedge Anchor**, as used in WWII on tank landing craft, or suggested locations to investigate, required by SM Maurice Hillebrand, Fiddlers Green, 2 Stoneyford Park, Budeigh Satterton, Devon EX9 6TB.

**RN boxing champions** - can any reader supply the names of those who held the Home Fleet and/or RN Heavyweight titles between 1898 and 1914? Contact Graham Salt, 6 Flamingo Court, Fareham, Hampshire PO16 8PQ.

**Operations Overlord and Neptune**, and Mulberry and Pluto projects, June 5 to August 31. Details of the involvement of RN, US, Commonwealth and Allied ships and their subsequent fate after hostilities ceased are to be published sought for publication by David Files, 171 Raedwald Drive, Moreton Hall, Bury St Edmunds, Suffolk IP32 7DH. Tel 01284 760068.

**S/L Desmond E Richards**, WWII pilot who flew from HMS Macaw and was stationed at Bootle Station Cumberland, please contact Arthur Laffamme, 243 Hillcrest, Gatineau, Quebec, Canada J8P 2M3.

**WWII memorabilia** sought for new museum in Iceland, cap tallies, badges, photographs etc. If you can help, contact Isak Olafsson, Mayor of Reydarfjörður, Budareyri, 730 Reydarfjörður, Iceland.

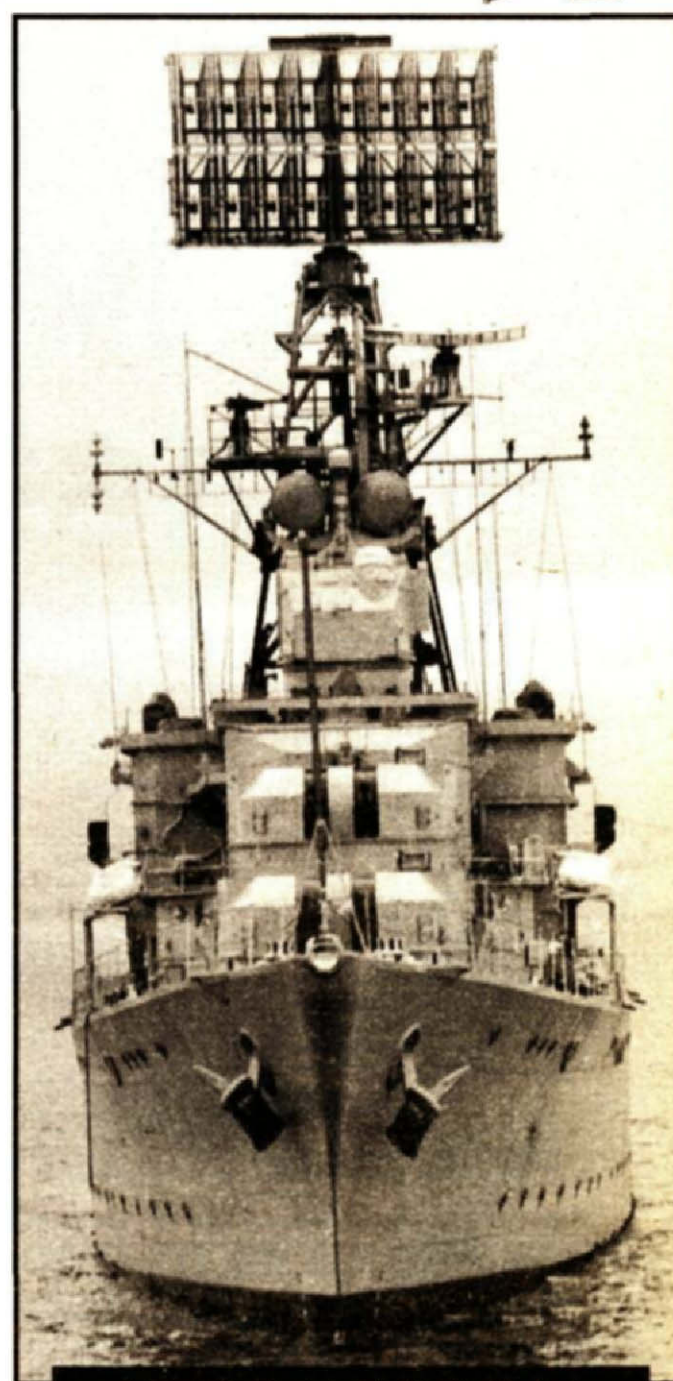
**Joan and Richard Morris** Petty Officer JR (Richard) Morris, last known address Devonport Naval Base, married Joan on August 8, 1945 in Cork, Ireland, children Kevin Grace and Susan, father's name John Patrick Morris. Please contact W Sharlott, 115 Vodanovich Rd, Teatatu South, Auckland, New Zealand.

**HMS Vanguard 1946-60** Pictures, technical specifications, and anecdotes sought for publication in American warship magazine. All contributions acknowledged and returned. Please contact Michael Houghton, 53 Seabank Rd, Wallasey, Merseyside, Liverpool L45 7PA.

**HM ships Blackpool and Bangor** were sold to the Norwegian navy after the liberation of Bergen and remained in service until 1961 as KNM Glomma and KNM Tana. Were these the oldest Bangor Class Fleet Sweepers still in service in 1961 or does anyone know of an older one? Contact Roy Tapping, HMS Tenby Association, 46 Mountbatten Gardens, Bournemouth BH8 0HF.

**Edwin G Gay**, served HMS Carnarvon Castle, Belfast 1942, and HMS Excellent, Portsmouth, left RN in 1947. Please contact Mr G Talbot, 62 Honeybrook Gardens, Honeybrook Lane, Kidderminster, Worcestershire DY11 5QS. Tel 01562 822380.

**HM submarines Stratagem and Strongbow** Anyone who knew LS Thomas William Gregson HSD who served in Strongbow for a year before being lost in



## PRIZE PUZZLE

**WINNER** of Navy News' Mystery Picture competition No. 8 which appeared in our October edition, is Mr D M Tweed, 38 Gale Moor Avenue, Gosport, Hampshire.

His entry was drawn at random from the replies which correctly identified the photograph as showing boom defence and salvage vessels in Singapore, at the HM Boom Defence and Salvage Depot, Loyang.

**Mr Tweed receives our cash prize of £25. A further £25 cash prize is offered for the correct solution to this month's competition. Just tell us the name of the ship photographed. One clue: the picture was taken in 1962.**

**Fill in the coupon below and send it to Mystery Picture, Navy News, HMS**

**Nelson, Portsmouth, Hants PO1 3HH.**

Coupons giving correct answers this question will go into a prize draw to establish a single winner. Closing date for entries is January 15, 1996.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our February edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 10

Name

Address

### 1. NAME OF THE SHIP?

Stratagem on his first patrol in November 1944, please contact his nephew Peter Gregson, 16 Garrett Close, Maidenbower, Crawley RH10 7UP. Tel 01293 886357.

**Thomas McKenzie** of Metal Industries Ltd was appointed Principal Salvage Officer with the rank of Commodore, RNVR, on the staff of Admiral Bertram Ramsay, Allied Naval C-in-C, Expeditionary Force for the Normandy invasion. Does anyone know when his appointment to Commodore was made and why it was not recorded in the Navy List? Was Captain J B Pollard, RNVR, the Deputy Director of Salvage in 1944, also appointed Commodore at this time? Contact John Alden, Cdr USN (Ret.) 98 Sunnyside Ave, Pleasantville, New York, 10570 USA.

**The Jackson Cup**, known to have been won by HMS Monmouth in 1912, under Cdr Claude H Sinclair - Joe Murphy would like to know what it was awarded for and if it is still competed for. If you know, write to him at Hillbrook, Ralfreen Hill, Monkstown, Co Cork, Ireland.

**HM ships Lowestoft** (Type 14 frigate) and Hampshire (GM destroyer) Drawings and plans sought by model maker who served in them in the 1960s. Also required, a second hand naval sword and a white ensign. Contact Mike Bristol, La Richardiére, 49123, Champore Sur Loire, France.

**Stan 'Podge' Hollis, RN 1938-50**, HMS Pembroke, Resolution, Cochrane, Dido, Mull of Galloway and HMS Ganges, Petty Officer and prize boxer, has died. His family would like to hear from old shipmates. Contact: Stan Hollis (junior), 59 Church Rd, Locks Heath, Southampton SO31 6LS. Tel 01489 584964.

**Japanese war memorial**, built on Mount Victoria, Hong Kong, by POWs, later demolished by explosives. Do you know about its construction and subsequent destruction? Contact Albert Goddard, Windgather, 8 St Ann's Close, Chapel-en-le-Frith, Stockport, Cheshire SK12 6SG. Tel 01298 813189.

**HMS Ajax cap tally** wanted by Mr P Forhead, 40 Stourbridge Rd, Halesowen, West Midlands B63 3US.

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To: Lt Cdr I. M. P. Coombes RN, ARNO, 70 Porchester Terrace, London W2 3TP. Please send me details and a membership application form.



# Royal Naval Association

## Royal gala highlights diamond jubilee

A FANFARE by Royal Marines musicians greeted the Princess Royal and Capt Timothy Laurence RN when they attended a gala reunion at the Royal Albert Hall to mark the diamond jubilee of the Royal Naval Association.

The presence of a huge "ship's company", with wives and friends, amid a lavish display of White Ensigns, left no one in doubt about who was throwing the party.

President of the Association, Admiral Sir Desmond Cassidi, welcomed Princess Anne and her husband before the curtain rose on a feast of music and song provided by the massed bands of the Royal Marines and the Malcolm Sargent Festival Choir.

Presenter for the 60th birthday celebrations was Lt Cdr Richard Baker RNR (retd), and guests included the Second Sea Lord, Admiral Sir Michael Boyce, a vice patron of the RNA; President of The Royal British Legion, Vice Admiral Sir Geoffrey Dalton; and President of the RN Benevolent Trust, Vice Admiral Sir John Webster.

Coinciding with the Diamond

Jubilee, the Association's new national standard was dedicated and proudly paraded into the arena by the bearer, Shipmate Alan Robinson.

Honorary chaplain, the Rt Rev Noel Jones, Bishop of Sodor and Man, conducted the service after which Princess Anne received a posy from Hayleigh Camish (6), great granddaughter of Shipmate Alf Woonton, reunion organiser.

### Impressive

The bands opened the programme of music with *Victory at Sea*, followed by an impressive display by the Corps of Drums. Then came rousing marches



Princess Anne is introduced to RNA National Council members by the Association's President, Admiral Sir Desmond Cassidi, at the gala reunion. They include Shipmates Geoff Hayhoe (No. 6 Area), Kay Warrington (No. 3 Area) and, on the right, Joe Riley (Scotland).

including *Royal Salute* composed by the Royal Marines' Principal Director of Music, Lt Col R. A. Waterer.

The musicians won tremendous applause as did the choir, conducted by Denis Coleman, for their rendering of *De Virgin Mary had a Baby Boy* and *He's Got the Whole World in His Hands*. The mood quickly

changed with a roof-raising performance of *The 1812 Overture* by bands and organist Rod Starr.

Immediately after the interval the audience rose to its feet for the ceremonial parade of the Association standards, led by the national standard.

The evening was helped on its way by a hilarious performance of *The Post Horn Gallop* by

C/Sgts Yeats and Beale, Cpl Williams and Musician Hutchinson, followed by a Big Band Bash giving way to sing-a-long of wartime favourites.

Before the curtain fell the bands and the Corps of Drums combined for a moving grand finale which included *Trafalgar* and *The Last Post*, after which the programme ended triumphantly with *Rule Britannia* and *Land of Hope and Glory*.

The celebrations went on until "lights out", with the ship's company taking to the floor to the music of the RM dance orchestra.

What's more, they turned out in strength the next morning and, looking none the worse for wear, paraded impressively down Whitehall to the Cenotaph.

## Trafalgar Day both wet and dry . . .

THE 190th anniversary of Nelson's victory at Trafalgar was celebrated by branches at home and abroad in various ways - those at home toasting the Immortal Memory with traditional elixir, and those in Saudi Arabia with fruit juice.

Celebrating "dry" proved no hindrance to Doha branch, however, among whose embassy guests was Naval Attache Cdr John Bartrop. He made a presentation to the out-going secretary, Shipmate Roger Wadley, who is retiring and returning to UK.

Meanwhile Doha branch in Qatar held a dinner attended by 176, including the British Consul, John Maguire. The event raised £1,000 for the RNA Central Charities Fund.

The Trafalgar ball held by City of Ely was attended by the Mayor and Mayoress and members of the US Navy and Air Force.

### HMS Cornwall

Celebration was tinged with sadness for members of Llanelli - it was the last event before they moved to new club premises.

Redruth and Cambourne branch held a supper dance attended by personnel from HMS Cornwall and RN air station Culdrose.

A parade and service at the local war memorial was the choice of Brightlingsea. It was attended by Capt Richard Channon RN who joined members for supper at The Royal British Legion Club.

Rear Admiral Wilfred Graham, commanding officer of HMS Ark Royal during BBC TV's *Sailor* documentary proposed the toast at Selsey's dinner.

Cheshunt members attended a Trafalgar Day service at Christ Church, Waltham Cross, and Leyland held a gala social event attended by the Mayor and which raised £500 for King George's Fund for Sailors.

## City parade marks Edinburgh renewal

THE ROYAL Marines band of Flag Officer Scotland, and a contingent from HMS Edinburgh are expected to take part in a colourful parade for the rededication of City of Edinburgh branch standard.

Shipmates will parade from Edinburgh Castle down the Royal Mile for the rededication at St Giles Cathedral at 1100 on March 9. The salute will be taken by the Lord Provost.

RNA branches who wish to be represented should contact Shipmate Gordon Browne, 40 Riccarton Grove, Currie EH5 5PE, enclosing sae.

### Netley & District

The branch dedicated their standard at St Edward's Church, the service being conducted by the Rev. Roy Goodhew and branch chaplain, the Rev. Reg Sweet RN.

At the parade that followed, 19 standards - including that of No 3 Area - were displayed as shipmates marched to the music of The Royal British Legion Pipe and Drum Band. The day ended with a buffet reception.

### Dhahran

Having waited 20 months for a ship visit, HMS Gloucester was given an enthusiastic reception by the branch when she entered the nearby Saudi port of Dammam.

During the ship's stay the branch arranged sporting and social activities and were invited on board for something stronger than fruit juice.

## Branch News

### Fremantle

The commissioning in Western Australia of Fremantle branch was a proud occasion for the 50 shipmates and guests who attended the ceremony, performed by Capt John Wood RAN, formerly of the Royal Navy.

Guests included representatives from the British Consulate, Malaya and Borneo Veterans Association, the Naval Association of Australia and the Navy Club. On parade were the standards of Perth and Rockingham branches, and those of the RM and WRNS Associations.

### In Brief

A DONATION of £2,000 from Uxbridge branch went to 7th Hillingdon Air Scouts for new seats and seat belts in their minibus. The scouts are having the RNA logo sign-written on the bus.

SHIPMATE J. A. White, secretary and standard bearer of Portsmouth branch, has been presented with a standard bearers' certificate to mark his retirement after 20 years.

MEMBERS of Cheshunt, including Korean War veterans Shipmates Jim (Spud) Murphy and Reg Smith, attended the planting of peace rose bushes in Cedar Park to mark the 50th anniversary of the UN.

### Portland

The floral badge of the RNA in New Road, Portland, next to the cenotaph, was due mainly to Shipmates Tanzy Lee and John Jeffries.

Throughout the long, hot summer they laboured to plant, arrange and care for the flowers, transforming the plot granted by the local council into a blaze of colour.

### Bishop's Stortford

Photocopies of the Japanese surrender document were among the items on sale at the branch stall in Jackson Square to raise funds for the Far East Prisoners of War association. The venture raised £250.

Their success led the branch to follow up with a stall where pro-

ceeds were being dedicated to King George's Fund for Sailors.

### Dartford

The death of Shipmate John E. J. Baldwin while on duty at Margate RNA diamond jubilee celebration was a great shock to his many friends. While secretary of No. 2 Area, he also served as parade marshal at national and local events.

In recognition of his work for the Association he was awarded life membership of Dartford branch where he had served as standard bearer for the past ten years.

He joined the Navy in 1944, serving with Coastal Forces before joining HMS Mermaid in 1946.

### Wakefield

The branch mourns the loss of founder member and ex-Ganges boy, Shipmate Peter Bartholomew. He had held many offices, including those of chairman and secretary. He joined the Navy in 1939 and served in HM ships Barham, Kelly, Kelvin and Illustrious.

### Harlow

Sixteen standards were present at the funeral on October 25 of the branch chaplain, Shipmate Michael Melvin.

For many years he had been involved in the restoration of Motor Minesweeper 191 on the Medway. At the request of his widow, Jean, any tributes may be made by way of donations to the Motor Minesweeper Trust and sent to: Peter Roalf, Hon Secretary, Harlow Branch RNA, 147 Moorfield, Harlow, Essex, CM18 7QH.

WHILE visiting Townsville Maritime Museum, Queensland, Shipmate Alf Lonsdale of Horley met the curator who is keen to obtain World War II photographs and articles for a new section opening in the museum.

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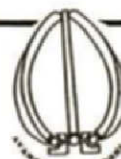
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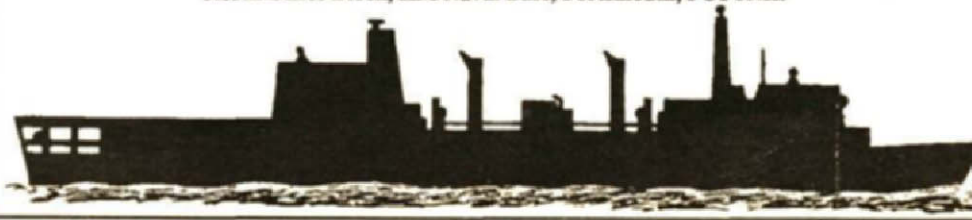
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# TASTE OF TRIUMPH



Royal Navy Chef of the Year, LCK Mark Wilson, prepares his winning dish at Salon Culinaire 95. Picture: LA(PHOT) Steve Lewis

## CLASS RESULTS

WINNERS in individual classes at Salon Culinaire 95 were:

Senior celebration cake, royal icing - Cpl Green, CTCRM. Junior celebration cake, sugar paste - CK Parr, HMS Fearless. Senior celebration cake, sugar paste - SSgt Mead-Male, CTCRM. Junior decorated gâteau - CK Mott, HMS Neptune. Senior decorated torte - CK Gray, HMS Sultan. Junior yeast work - CK Dixon, HMS Dolphin. Senior yeast work - CK Mogridge, Dryad.

Junior cold buffet, platter meat - WCK Davidson, HMS Nelson. Senior cold buffet, platter meat - LCK B. L. Smith, HMS Sultan. Junior cold buffet, platter game - WCK Belcher, HMS Raleigh. Senior cold buffet, platter game - CK Kelly, HMS Illustrious.

Junior packed meal and napkin fold - STD Smith, HMS Raleigh. Senior packed meal and napkin fold - WSTD Wallace, HMS Rooke. Junior works in fat - WCK Price, HMS Warrior. Senior works in fat - WO2 Brazzo, CTCRM. Cuisine deuxmille - LCK Somerville, FOSF. Catering officer event - S/Lt Darlow, HMS Collingwood.

Junior cold sweet - CK Sloan, HMS Osprey. Senior cold sweet - CPOCK Moss, 2SLCNH.

Junior Danish open sandwich - WSTD Reeve, HMS Seahawk. Senior Danish open sandwich - WSTD Beeton, HMS Rooke. Senior plated four-course - POCK Lennard, HMS Illustrious. Table d'Honneur - CPOCA Hancock, HMS Sultan. Live junior fish - CK Winsborough, HMS Nelson. Open cook-and-serve - CK Munnely and LSTD Walker, HMS Beaver.

## Leader Mark wins top chef award

**M**ARK WILSON entered the Royal Navy's prestigious culinary competition as a cook - and emerged as the Service's Chef of the Year.

LCK Wilson, who serves in HMS Illustrious, and Cpl Cas Clay RM both won gold medals in Salon Culinaire 95 held at HMS Nelson, Portsmouth. But the Navy man's chicken breast with lobster, followed by warm apple cake just pipped his rival at the post.

"I felt on top of the world - it was unexpected because the competition was so good," he said. "There were five medals awarded between the finalists - two gold, two silver and a bronze, and that's the first time everyone has got one."

### 'So nervous ...'

"I enjoyed it, although it was very hard work. I was nervous for the first five minutes. I had a lobster in my hand and it was shaking so much it looked as if it was alive."

Mark's trophy is complemented by a weekend break for two funded by class sponsor Nestle.

It is the last time that sailor "cooks" will be competing for the title. Next year, in recognition of their increased professional knowledge in craft cookery and catering management, their titles will be changed to chefs.

Among the other awards at the two-day competition was that of Young Cook of the Year won by WCK Chrissie Harrison who will soon be teasing taste



Young Cook of the Year WCK Chrissie Harrison shows off her medal and prize. Picture: LA(PHOT) Mike Storey

buds in HMS London. Chrissie (22) whose father retired as a CPOCK, won a Caithness crystal-glass bowl. It will be presented to her officially at a dinner to be held by her class sponsors, the Worshipful Company of Cooks at the Grosvenor Hotel, London.

The Prix d'Honneur for the best single entry over the two days was won in the senior plated four-course section by POCK Stewart Lennard, also from HMS Illustrious.

The prize for Young Steward of the Year was taken by WSTD Lynch of HMS Osprey.

In all there were 200 entrants from 30 ships and shore establishments competing in 35 practical and static classes.

Salon Culinaire 95 began with inter-ship and establishment contests to determine levels of professional skills, galley and personal hygiene, and balance and suitability of the menus.

Prizes were presented by the guests of honour - Mr John Balls, Master of the Worshipful Company of Cooks, and Sir Michael Bett, First Commissioner to the Civil Service.

## Wentworth — the mark of quality from Sheffield

Ever since the Falklands War, Wentworth of Sheffield has been supplying RN ships with its high quality pewter — HMS Sheffield being the first to put in an order.

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From the heart of Sheffield — a name synonymous throughout the world for quality in manufacturing metal — Wentworth products are despatched to over 50 countries. Using traditional methods of manufacture, each piece is individually handmade by the company's craftsmen, many of whom have been on the staff for over 20 years.

"No order is too large or too small for us to satisfy," says sales director Ian Batt. "Our range has something to suit all tastes and we aim to satisfy our customer requirements by working together as a team."

● Contact Ian Batt for a full colour brochure at A.R. Wentworth (Sheffield) Ltd, 25 Leadmill Rd, Sheffield S1 3JA, tel 0114 272 5676, fax 0114 272 6651.



The shimmering array of tankards, goblets & trophies etc. pictured above and left is just a small example of the wide range of pewter items expertly produced by A.R. Wentworth



# PRESSING ENGAGEMENTS



● Jobs for the girls – Lt Francesca Todd and WAEM Dawn Eason at the RN recruiting stand during the Careers 2000 exhibition at Aberdeen.

## Navy recruiters point to new horizons on the job front

"See the world, differently" is the Royal Navy's current recruiting slogan – to which might now be added: "and see a lot more of it, too."

"There are runs ashore happening in places which ten years or so ago we would only have dreamed about," says Director of Naval Recruiting Commodore Ian Somervaille.

These have come about with the shift in strategic priorities that followed the end of the Cold War. Where once most units of the Fleet spent most if not all of their time in the North Atlantic or Norwegian Sea, now they are deployed in the Gulf, the Falklands, the West Indies, the Adriatic – and other places far removed from home waters – and can visit ports where the White Ensign had become a distant memory.

### Engineers

Which might be expected to make his job a lot easier. But all the recent series of defence cuts and attendant redundancies have led to "most of what the public has got to know about the Services in general and the Navy in particular being negative."

"The effect on recruiting has undoubtedly been adverse – and, what's more, people have got the impression that we don't need to recruit. And that, of course, is not true."

"The recruiters are going to be much busier from now on. We knew it would pick up once the redundancies programme and 'downsizing' had finished – people have got to be trained before they can become effective and training

takes a long time.

"The standard accepted period for recruiting and then training the average sailor is up to about 18 months. For officers it is much longer than that – indeed for technical officers, including the period at university studying for engineering degrees, it is five or six years.

"Consequently we have to recruit now to avoid big gaps in the future."

Shortage of incoming graduate engineers is, in fact, one of the two most serious problems facing RN recruiting at the moment. The other lies with the Royal Marines – particularly other ranks.

"I wish I knew why – although they are suffering a high rate of voluntary retirement just now and our success is obviously being affected by the amount of effort the Army is putting into recruiting."

"The Army's problems are much greater than ours – but when recruiting for the Royal Marines we are looking for much the same sort of individual."

### Advantage

It is not all bad news, though – and even a lot of the bad news is not as bad as it has been painted, including the recent spate of stories about levels of physical fitness.

"We've heard a lot about Army recruits with soft feet after a lifetime in trainers – and lately about young RM hopefuls not being able to accept living in the open air because they've spent all their days in a centrally heated environment

and who haven't walked more than ten yards from the front door to the car for the past ten years.

"Well, there are some of those about – but at the same time there are a lot more who have taken advantage of all the opportunities available today in the leisure field and who have the sort of self-discipline and attitude of mind which we would wish to encourage in the Navy. More than there might have been in previous years.

"Most of the youngsters we are seeing are of very high quality indeed."

### Rumour

"And, contrary to rumour – and contrary to what you might expect after all the bad press that the advent of Wrens at sea has produced – over the past six months we have had a very healthy rate of recruitment of women."

"I only wish there were more technicians among them – particularly artificer apprentices."

Interestingly, DNR is starting to see a slight reversal of the trend towards interest in short term careers that has characterised the past few years. More people are now acknowledging that they want to stay on for a significant period.

"There may be an overall move away from the idea of a 'job for life' in society at large – but one of the great advantages of the Navy is that while you stick with the same employer the job itself changes



### Ignore Duff Buzzes And Jonah Predictions.

Contrary to popular belief, the Navy is recruiting now. There are opportunities in the Royal Marines and nearly all branches of the Royal Navy for bright, well motivated young people.

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Tell your friends and relatives. Better still, point potential recruits in the direction of their local RN and RM Careers Office or tell them to telephone 0345 300123. You could be doing them the favour of a lifetime.



**Join the Navy**  
*See the World... Differently*



**'There are runs ashore happening in places which ten years or so ago we would only have dreamed about'**

– Commodore Ian Somervaille  
Director Naval Recruiting



very frequently.

"That is perhaps something we ought to be pushing a little bit more strongly. Variety and challenge – and variety of challenge – are what appeal to the modern youngster as much as job security."

The outstanding success of the Navy's efforts to find employment for its people 'going outside' has led some to wonder whether it is spending much time and money on training only to hand the benefit over to others.

But Commodore Somervaille has no doubts over where the priorities lie.

"What I want are high quality conditions of service for people in the Navy and the Royal Marines so that those outside will want to join us because they know they will have a good career."

### Qualifications

"We also need to be able to give people qualifications which will be of value to them in civilian life, because that's part of the recruiting attraction."

"It's no good saying to a youngster 'Come in and we'll train you for a job which will be absolutely

useless to you when you go back outside."

"He or she has to be given real skills and qualifications which are valued by the country as a whole – and we are doing that."

"So they will have a portable skill which they can carry off and use to good advantage elsewhere. But if the conditions of service inside the Navy are good enough then those individuals will tend to stay – and that's the balance that has to be struck."

"It's not good enough to say 'Now you're in you're going to have to stay whether you like it or not.'"



# NEW GLOSSY IMAGE FOR RNBT

## Drive to make Trust more eye-catching

THE Royal Naval Benevolent Trust has "gone glossy", in the words of its President, in an effort to make itself known to a wider number of people.

Introducing the Trust's colourful, new-look report, Vice Admiral Sir John Webster told the 200 people who attended the RNBT's 73rd annual general meeting that the initiative did not represent a change in the hard core of the Trust's business "but it does highlight a need to spread the word, catch the eye, and make the Navy in particular and former Naval people very much more conscious of the RNBT and what it can do for them."

The meeting at the Clothworkers' Hall in the City of London was attended by junior and senior ratings, officers, RNBT committee members, representatives of other charities and supporters of the Trust.

Almost half the Navy Board were present - the First Sea Lord, Admiral Sir Jock Slater; the Second Sea Lord, Admiral Sir Michael Boyce, a Governor of the RNBT; and the Controller of the Navy, Vice Admiral Sir John Walmsley.

The President reported that in 1994-95 the Trust had given aid amounting to £1.9 million, more than ever before.

"This reflects increasing needs, and there is a paradox here. As the Navy reduces, the need for our services doesn't reduce at all, in fact quite the contrary."

Longer life expectancy, short-

er engagements and eligibility of female ratings all contributed to the pool of potential beneficiaries.

"Over 12 per cent of applications for help come from people who are serving or their dependants . . . That is surprising because the Armed Forces today are reasonably paid, but hardship is a growing concern."

### Fund raising

In the medium term the RNBT faced increasing demands on its resources which were accompanied by reductions in some traditional sources of income. In the longer term it would be important for income to match expenditure.

The Trust needed to raise its profile and develop wider means of fund raising.

Admiral Webster stressed that

the most important task was reaching out to those in need. "We have to get the message through to them so that we can do our job properly," he said.

In his address, the First Sea Lord said that five years ago there were 54,700 Naval personnel, and the Naval Personal and Families Service was dealing with 530 cases a month.

"Today, with 45,000 people . . . we have 770 cases a month, and that is indicative of the stresses and strains I believe that the Fleet and (RM) Corps are under."

In view of financial pressures on the Trust and people's increasing needs, he was certain that an even closer partnership had to be sought between Naval and other Service charities, and that the Trust was right to raise its public profile.

It's never too late . . . Daisy Kingwell (101) receives her new, RNBT-funded microwave oven from SSAFA representative David Crowson.

Picture: ERM Studios



## Microwave debut by Daisy (101)

He suggested that Naval charities might take a closer look at tilting the balance towards preventive work rather than reactive work and combining their efforts where possible.

### New Governor

Tribute was paid by the Trust's Vice President and secretary, to Greenwich Hospital and King George's Fund for Sailors which provided the Trust with support of £376,371 and £256,000 respectively.

Tributes were also paid to the out-going Governor appointed by the Admiralty Board, Rear Admiral Gil Hitchens who served the Trust for six years. He is succeeded by Rear Admiral Robin Musson.

AT THE AGE of 101, Daisy Kingwell is getting to grips with operating a microwave oven, presented to her by the RNBT.

Daisy, widow of First World War sailor Harry Kingwell, is a celebrity in her home town in Devon, where a crossroads is named after her and where she lives independently with the help of relatives and home care agencies.

But she faced a problem when her refrigerator broke down, and was also finding difficulty in cooking her meals. After some persuasion from SSAFA representative David Crowson, she applied to the Trust for help.

Now Daisy has a new refrigerator, plus a microwave that cooks a baked potato in six minutes and Daisy's chocolate drink in 60 seconds.

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PEMBROKE HOUSE has welcomed on board its youngest, and flightiest resident - a silver-grey African parrot named Skipper.

Perched here on the shoulder of Pembroke House's administrator, ex-Fleet Chief Writer John Garron, Skipper has rapidly become popular at the RNBT residential home for old sailors and Royal Marines, despite the bird's taste for fresh meat in the

## Flighty Skipper at Pembroke House

form of fingers (except those of John).

His current vocabulary of "Good Boy", "Hello Shipmate" and a highly suggestive wolf-whistle is reported to be expanding swiftly.

With encouragement from Grandad's Navy it is confidently predicted at the home that Skipper's repertoire will soon expand to include some choice examples of parrot Jackspeak.





## Welcoming party

FLAG-waving Rebecca Lye was one of the crowd of family members on the dockside at Devonport to welcome Type 22 frigate HMS Boxer home from the Adriatic. Rebecca was there to meet her dad, POMEA Dicky Lye.

Picture: LA(PHOT) Gary Hay.

# UPGRADED LINK LINE LAUNCHED



Proud of the bigger and better Link Line are – standing (l-r) – Mrs Mary Bucks (SAFAB), Mr Anthony Reed (Broadsystems) and telephonist Miss Jan McGinley. Lt Mark Leigh (FOSF) listens in.

A TELEPHONE service which allows families to be kept abreast of news regarding the ships in which their loved ones are deployed has been radically improved.

For several years the Sailors and Families Advice Bureaux at Portsmouth and Plymouth have run the Families Information Link Line, by which families could ring up to hear a recorded message detailing a ship's programme and everyday items of news.

Updated weekly, the system was based on the rental of 20 British Telecom 0891 lines and answerphones on to which the ship's signalled messages were recorded.

It was a valued link for those at home, but sound quality tended to be poor and each line could only be accessed by one caller at a time.

The limitations of the system were felt particularly when such incidents as HMS Brazen's running aground off Chile or HMS

Southampton's volcano watch at Montserrat occurred. When the former happened last year FILL usage surged from 40 calls in a month to 1,164.

Since then Flag Officer Surface Flotilla's personnel and logistics division has been seeking a way of improving the system at no cost to the public purse.

### Commercial

The decision was taken to use a commercially-managed system bureau and the Broadsystem company was selected.

Its sophisticated computer system, which last year handled 50 million calls, enables each FILL line to be accessed by 20 callers simultaneously. This advance is coupled with a huge improvement in sound quality.

The system can also be accessed remotely day and night by volunteer SAFAB workers and by FOSF should the need arise. Additionally, the number of lines available can be easily and quickly expanded should demand increase.

This flexible system also allows a dedicated emergency line to be activated by FOSF within an hour of a major ship incident. Emergency calls would be at the BT national tariff, subsidised by non-emergency Link Line calls.

As well as improved access and sound quality for families, the new system will provide additional funding for SAFAB to help with the cost of activating the Link Families Organisation. All income from calls will be given in grants to the surface flotilla and other units using FILL.



## Firemen give their safety message some Welly

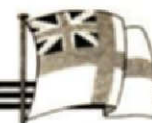
FIREFIGHTER Andy Hewitt of Gosport Fire Station kept a steady arm around three-year-old Danielle May during a demonstration of firefighting equipment at Doves Nursery, HMS Daedalus.

The establishment's own fire crews took part in National Fire Safety Week, promoting the cause by distributing information leaflets to Daedalus personnel.

They then invited their friends from Gosport to take the fire safety message to the toddlers.

Led by Sub-Officer Mick Jones and assisted by NA Chris Hurst and Welephant, the fire safety elephant, the lads from Red Watch made sure everyone had a great time.

## Family Life



## BADGERS BEAVER AWAY...

THREE months of hard work learning how to care for children, the sick and the elderly and for animals has paid off for 20 St John Ambulance Badgers whose set is based in the RN community centre at Radford, Plymouth.

Lady Newman, wife of Flag Officer Plymouth, Admiral Sir Roy Newman, presented certificates to the youngsters who had successfully completed their "Caring Badge".

The children, who have grappled with the basics of cardio-pulmonary resuscitation and the recovery position among other first aid techniques, put on a demonstration for the 80 parents and friends who attended the award evening. They also showed off their skills with Maketon sign language.

Leader Lynn Dudley established the set 18 months ago and now has 40 youngsters attending on a weekly basis.

● LEADER of the Harbourside Naval youth club at St Budeaux, Sylvia Hardy was delighted with the enthusiastic response given to a half-term holiday playscheme.

Some 35 children, aged from five to 13, attended each day for the model making, painting, pool and video games. Most of the youngsters also made suitably spooky outfits for a Halloween party. Culmination of the hectic week was a sponsored, last night sleep-in.



## THE ROYAL NAVAL BENEVOLENT SOCIETY

PATRON: HER MAJESTY THE QUEEN

Founded in 1739, The Royal Naval Benevolent Society provides financial assistance when in need to OFFICERS of the ROYAL NAVY and the ROYAL MARINES, and to their widows, children, mothers and sisters.

For over 250 years the Society has been caring for less fortunate officers and their dependents. OFFICERS now includes female officers and as a consequence of this change the Society's Royal Charter is in the course of being amended to widen benefits to include widowers, fathers, brothers and other dependents.

The Welfare State does not always provide the sort of help needed by officers who, through no fault of their own, fall upon hard times and whilst the aim of the Society is to look after its members and their families, officers who are qualified to join (but who are not members) and their dependents can also be helped but only to a limited extent.

Recently a provincial newspaper carried a story of a Flag Officer's daughter who is 82, hard up and living on her own in a tiny flat in a bed-sit district. Mondays to Fridays she visits the local Age Concern lunch club for her hot meal of the day. As the newspaper put it, she was brought up in a fairy-tale castle (a castle home with extensive grounds) but asks for nothing. Her small annuity narrowly excludes her from help from the Social Services. The story reached the Royal Naval Benevolent Society which now assists her financially. There are many cases, relating to young and older officers, some equally distressing as the case above, which could be cited where the Society has helped to maintain for the beneficiaries some quality in their serving and retired life.

If officers are aware of similar distressing cases the Secretary would appreciate being advised of them. Grants continue to be awarded regularly by the Court to retired officers and their wives and widows to help financially with residential and nursing home fees and the provision of invalid aids in the home. However, grants cover a wide range of age groups and it is noticeable that misfortune also strikes some serving officers and young retired officers.

Any commissioned RN or RM officer who has service on the active list is eligible to become a member by payment of £50 (payable by installments if one payment of £50 is difficult) for life membership. For the benefits available this is remarkable value for money.

### JOIN NOW

by writing to Commander Peter Moore

Secretary

The Royal Naval Benevolent Society, 1 Fleet Street, London, EC4Y 1BD  
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# Miscellaneous and Penfriends

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The Sailors and Fleet Amenity Funds Grant Committees have approved the hire of "Keraris", the property shown above, for 30 weekly placements during Summer of 1996. The property, which sleeps 5, is fully equipped for a self catering holiday. The letting price is £175 per week, which is possible due to a subsidy from the Sailors and Fleet Amenity Funds.

Applications are invited from all regular Naval and Royal Marines personnel by the 31 December 1995. Assuming a draw is needed, this will take place in early January 1996. Those interested should apply stating the week required and forward to:

The Central Fund Treasurer, HMS RALEIGH, Torpoint, Cornwall PL11 2PD.

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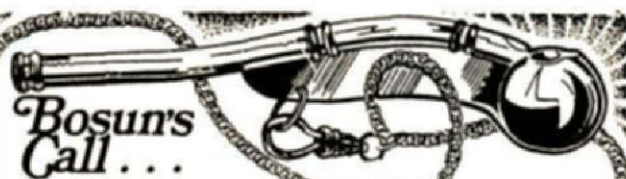
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## High drama in Navy Cup hockey

HMS SULTAN beat visitors HMS Neptune 2-1 in their Navy Cup hockey match.

Neptune capitalised on an early mistake by the Sultan defence and were rewarded with a goal from their only female player, WCK Cook.

Sultan were forced to soak up further pressure before being awarded a break-away goal, scored by AEM Buck Rogers.

It looked like the match would go to extra time when Rogers settled it with a fine individual effort.

Drawing the keeper off his line he went round to put the ball in the goal with just eight seconds of normal time remaining.

### Nelson reply

In the quarter-final Sultan suffered a 2-4 defeat at the hands of visitors HMS Nelson.

Nelson's attack opened immediately and CPO Buck Taylor was rewarded with his first goal in the fourth minute when he intercepted the ball in Sultan's half.

Sultan's Anthony Staggs equalised after a free hit, but a good run from Nelson's CPO Brian Henry and a through ball gave Buck Taylor his second. Taylor's third came just before half-time giving Nelson a 3-1 lead.

A short corner in the 50th minute gave Sultan's AEM Rogers the chance to pull one back but a fine individual goal from Lt Cdr Chippy Carpenter assured Nelson's victory.

### Drake down

HMS Campheltown beat HMS Drake 3-2 in their fixture. Drake had the early run of play with LWTR Luke Watson controlling the mid-field well. Two goals came from short corners within 15 minutes, but Drake then relaxed and Campheltown pounced, levelling the scores. OM Billy Baxter was instrumental.

It remained 2-2 until the second half when Lt Cdr Ian Bisson set up Lt Guy Dale-Smith to give Campheltown the 3-2 lead they held on to for victory.

● Campheltown's LPT Handley on only his third outing in goal saved a penalty flick from Luke Watson, a Royal Navy and Combined Services player.



Two RN racers appeared at Silverstone last month. RNAS Yeovilton's CPO Chris Holland crashed his Kawasaki 600 on his competitive debut but Lt Cdr Tom Quay of FOSF (pictured here on Laverda No 151) took the chequered flag and was well placed in the field of 35.

# Sparkling start for Navy rugby

NAVY rugby started where it finished last season with a sparkling win over a strong Hampshire County XV at Portsmouth on November 15.

The 23-22 win by the reigning inter-services champions was achieved by a young and experimental Navy side in front of nearly a thousand supporters at the superbly refurbished United Services complex.

But it was a close run thing. Despite two penalties by Navy fullback Gore (CTC Lymstone) Hampshire's powerful pack led by veteran Will Knight twice pushed the Navy back to score.

The Navy's three-quarters

responded with attractive running, and there some storming play by flanker Rob Packer (HMS Collingwood). At the break the jocular home crowd were becoming muted as Hampshire led 15 points to six.

### Dynamite

Clearly, somebody put dynamite in the half-time oranges because the Navy turned round inspired. A quality opening to the second half saw replacement prop John Hirst (Victory

Building) score an exciting try before Bungy Williams (HMS Raleigh) completed an excellent running move with a try in the corner. With yet another clean kick from long-range Gore the score was 18-15 to the Navy.

By now, the Navy's pack was acting as a unit and winning good ball against the head. Jason Steele and Simon Burns (both HMS Collingwood) were well to the fore as the eight took on Hampshire as a heavy drizzle set in. The result was more ball for the Navy and an excellent break-away try for skipper Jones (HMS Drake) who ran 20 metres.

With the score at 23-15 in the last five minutes, the Navy looked safe but Hampshire found an opening when speedy fly half Hamish Rushin (from Havant) ran in a dazzling try. His conversion brought the scores to 23-22 and the Navy had to dig deep to keep Hampshire out.

The team found the reserves they needed and the delight on their faces, shared by an excited crowd who had been thrilled by outstanding rugby, was plain to see.

A very good start to the Navy's season, which continues at the Rectory with a visit by the New Zealand army. The team are due to play Harlequins on December 16 (before England and Western Samoa). The next match at Burnaby Road is on January 10 when Combined London Oldboys visit at 1900.

## Yeovilton lands Bamber Trophy

RNAS Yeovilton emerged as Fleet Air Arm rugby champions after a hard-fought two-day battle for the Bamber Trophy.

Teams from Scotland, Portsmouth, Somerset and Cudroze took part in the annual competition at the sports field at Cudroze.

Cudroze earned their place in the final with Yeovilton after outplaying Scottish-based RNAS Prestwick with a convincing 53-0 scoreline.

The final was played in bad weather and Yeovilton were held off by Cudroze during the first half, despite having the wind in their favour.

The teams were evenly matched and two action-packed halves saw the lead change five times. Yeovilton's persistence paid off in the closing minutes of the game with a try and conversion giving Yeovilton victory at 22-23.



## Novices go toe-to-toe

IN A HARD-FOUGHT competition with the largest entry for years, Portsmouth ended with a respectable lead in the RN Inter-Command Novice Boxing Championships.

With the rare spectacle of all five commands taking part in 18 preliminary and semi-final contests, Portsmouth on 23 pts finished seven ahead of the Royal Marines. Plymouth were third with 11 pts, while Naval Air Command and Scotland gained seven and three respectively.

Among the best bouts was that between OM Todd (Plymouth) and Mne Bennett (above) at light heavyweight. Todd won on points and took the Best Boxer's Trophy for his skilful performance - based on moving cleverly behind long, straight punches against Bennett's tremendous variety of shots.

### Results:

Bantam - CK Wilkins (Portsmouth) L RSC1 v AB Condie (Portsmouth). Feather - MEM Hamid (Portsmouth) L RSC1 v Mne Turner, Light - STD Ferris (Scotland) L RSC2 v Mne Woods. LWelter - SA Fraser-Shaw (Plymouth) L Pts(M) v Mne Murtagh. Welter - POMEA Breeds (Portsmouth) L Pts(U) v Mne Ansell. Middle - MEM Cooper, walkover. Special middle - MEM Cooper (Portsmouth) L Pts(M) v AB Hutchinson (Scotland). Middle - LWEM Pearson (Plymouth) W Pts(U) v AEM Giles (NAC). LHeavy - OM Todd (Plymouth) W Pts(M) v Mne Bennett, Heavy - S(O) Davies (Portsmouth) W RSC3 v AEM Brooks (NAC). SHheavy - MEM Gamble (Portsmouth) W RSC1 v AEM Treadwell (NAC).

## Six make football debut

THE NAVY'S first soccer game of the season was an early friendly giving the management an opportunity to view new talent, writes Lt Cdr Jim Danks.

The squad included six players making their debut for the senior side and the match - against Sussex Intermediate - proved to be the highly competitive contest the Navy were hoping for.

Both sides squandered chances in the first half, but after the Navy made three changes for the second half it soon became apparent that they had gained the initiative. With almost all the attacking play coming from the Navy, however, they still had to wait until the 68th minute to score.

The goal came from MEM Jason White, who capitalised on good work by PO Tosh Turnbull and AB Nick Willets, and the Navy came away with a 1-0 win.

### Revenge

The Navy gained revenge for last year's defeat by Cambridge University at Fenners with a rather fortunate 1-0 home victory secured by an own goal within a minute of the final whistle.

John Park in the Cambridge goal was the busier of the keepers as the game headed for a draw. In the 89th minute PO Chris Long (Seahawk) crossed from the right and Chidi Vgonna headed powerfully past Park giving the Navy victory 1-0.

## Round-up Cross-country contrasts...

THE Royal Navy cross-country team competing in the Hampshire League maintained their good start this season with a fourth at Havant where CPOAEM Richie Heselden (19th place) led the team home.

In contrast, the RN Athletics Club in the West Country failed to complete a scoring five for the second time this season. Of the four naval runners, Sgt Chris Cook (CTCRM) came sixth which, with his eighth and fourth places in the first two races, puts him among the front runners in the individual competition.

## First defeat in six years

A STRING of five consecutive wins by Royal Navy runners taking part in the US Marine Corps Marathon has at last been broken. The British, running in a field of more than a hundred teams and 1,900 individuals, were beaten into second place by the US Marines in the annual event at Washington DC.

The Navy team finished three minutes faster than last year's RN runners with Lt Steve Gough (HMS Sultan) leading home the five-man side in a time of 2 hours 48 minutes and in seventh place.

## Euro record for masters

EX-NAVY swimmer Phil Merryweather broke the European record for the 200m backstroke (75.79 years) at the ASA National Masters Championship at Sheffield on October 27-29. The feat was complemented by a new British and European record set up by the RN 280-year medley relay team (2 mins 55.01 secs).

In all, the RN Masters took 12 individual and eight team gold medals, six silver and six bronze.



Second Sea Lord, Admiral Sir Michael Boyce, presents the senior singles squash trophy to LWTR Jason Youdale, who later went on to bag the under 25 trophy as well. Admiral Boyce, RN Squash Rackets Association president, won the vintage event.

# Youdale finds top form

THIS year's RN Individual Squash Championships at Temeraire introduced a doubles event which proved a very popular innovation.

The open event had 26 entries, with some capable players who had been unable to attend last year returning to the fold. Notable among these were Capt Stuart James RM, LWTR Jason Youdale, CCMEA Stuart Walters and CPOPT Jock Stewart.

All reached the quarter-finals, along with Lts Nick Dymond and Frank McKeown. POPT Ian Binks and WO Al Dunphy. After some keenly-fought games James, Binks, Walters and Youdale won through to the semi-finals.

Stuart James of CTCRM and Jason Youdale of MCMI contested the final, with Youdale overpowering past champion James 9/1, 10/8, 9/4 in a match much enjoyed by spectators.

The under 25 competition had a

poor entry of just eight players, but the games were contested with spirit. Youdale and WEM Simon Turner (Fearless) met in the final, with Youdale taking a championship double by winning 9/4, 10/8, 9/1.

The veterans' event saw Lt Cdr Nick Alves taking part for the last time before leaving the Service. His match against WOPT Tim Webb was closely-fought, but he went out 6/9, 9/5, 2/9, 9/6, 1/9.

### Vintage stuff

RNSRA chairman Capt Richard Pelly played Webb in the final and reversed the 1994 result by winning 9/4, 9/7, 9/6. He later presented Nick Alves with an engraved decanter in recognition of his sterling support of RN squash, particularly as the captain of the veterans team which this year won the Inter-Service title.

Reigning vintage champion Lt Cdr Mick Benson RN (ret'd) was unable to

defend his title, but 1994's losing finalist, Second Sea Lord, Admiral Sir Michael Boyce, RNSRA president, reached the final again. He took the title this time, beating Lt Arnold Reed RN (ret'd) 10/9, 8/10, 9/6, 9/2.

Nine pairs entered the new doubles section. All agreed the event should be repeated next year. Binks (Fearless) partnered Dymond (Collingwood) in the final, the pair losing to McKeown (RNAD Coulport) and Walters (Neptune) 15/9, 15/13.

Contested by those players defeated in the preliminary and first rounds of the open singles, the open plate event was won by Mne Simon Price (CTCRM Lymstone). He overcame fellow under 25 player AEA Tony Draper (Daedalus) 9/6, 9/4, 3/9, 1/9, 9/2.

Nick Dymond beat Al Dunphy (RM Poole) 9/4, 9/6, 9/0 in the classic plate, for losing quarter finalists in the open singles.



# Sport



POWEA Chris Lees swimming at the ninth hour from the start.

## SWIMMERS CONQUER CHANNEL

TWENTY years after last achieving a Channel relay swim the Royal Navy has again met the challenge, overcoming ever-worsening sea conditions to complete the distance in 10 hours 58 minutes.

In Channel relay events each of six swimmers swims for an hour in strict rotation, the pattern continuing until the destination is reached. No substitutions are permitted and the official event is terminated if any swimmer fails to complete his or her appointed stint.

The Navy squad in order of swimming comprised CPOWEA Steve Berry (Collingwood), WTR Andy Grundy (Nelson), POWEA Chris Lees (Drake), LPT Dick Treacy (Dryad), LNN Amanda Beare (Derriford Hospital) and Lt Brian Ferrand (Nelson).

POPT Phil Boswell (Collingwood), organiser of the event, was the reserve. Calling on him would have nullified the official event, but his presence meant the swim could continue for the purposes of raising cash for charity had one of the team had to pull out.

The traditional starting point for Channel swims, Shakespeare Beach, near Dover, was used and Steve Berry set out at 0428. A luminous night-light had been attached to the back of his swimming trunks – leading to comments about the source of illumination!

By the time Grundy, Lees and Treacy had swum, all exceptionally well, the bid was approaching the centre of the Dover Strait.

### Jellyfish

During Amanda Beare's swim visibility reduced slightly and the wind began to strengthen, but she ploughed on. She was the only swimmer to be stung by a jellyfish, but it did not slow her down.

Sixth to swim was the oldest member of the team, Brian Ferrand, whose exhilarating dip began at 10 miles from the nearest land in lively sea conditions. He handed over to Steve Berry, leading the second cycle.

By this stage strong winds were moving the pilot boat quite violently and a thunderstorm

was adding to the dramatic effect. Seas were the roughest the team had ever swum in.

The expertise of S/Lt Neil Piper (Haslar) in providing medical support and warding off any danger of hypothermia was invaluable. Even so, it took great courage for those swimmers suffering badly from sea sickness at this stage to carry on in the deteriorating conditions.

Pilot Mike Oram (secretary of the Channel Swimming Association) decided a landfall in the bay to the east of the original destination of Cap Griz Nez was preferable and altered course accordingly.

Everyone was delighted when Amanda fought against some of the worst conditions to land on the beach. Phil Boswell and Brian Ferrand followed her ashore to shake the hands of a group of locals amazed the swim had been completed in the poor conditions. Then it was back into the boat, the *Aegean Blue*, for the three-hour trip back to Dover.

This fine team effort also raised £800 for the British Wheelchair Sports Foundation.

## Choat and Mills race down head to head

LAST year's individual winner and runner-up repeated their achievements in the Royal Navy Winter Sports Association's 1995 artificial ski slope championships – Lt Jeff Choat taking the title and Capt Keith Mills RM coming second.

Fresh from his second place in the RAF championships, Lt Jamie Black, currently undergoing flying training at RAF Cranwell, came third and looks a good prospect for the future.

Honours, however, must go to guest skier Chris Oliveira (14), who managed to smash the times of the RN individual champion. A member of the GB youth development squad, Chris received careers advice from both the Fleet Air Arm and Royal Marines on the day!

HMS Seahawk A took the major ships/establishments title, followed by CTCRM Lymington. Solid preparation by the ex-Manadon students now studying for their engineering degrees at Plymouth University paid off,

with victory in the minors. 750 NAS came a valiant second.

The Inter-Command competition was much more open this year with evenly-balanced teams. Fleet produced a surprise win over the Royal Marines and Plymouth chased hard for the title, coming second. But Naval Air Command beat all comers and gained the cup.

### Dual slalom

The individual dual slalom again proved to be the most exciting event of the championships. The seeding, based on the results of the morning's timed runs, went close to form and the final ended up between

Choat and Mills.

In the best of three head-to-head Choat won convincingly. He was then challenged "double or quits" by Chris Oliveira. The former won the first race well, but Britain's prospect for the future retained his composure and won overall.

More than 120 competitors and spectators travelled to the John Nike Leisure Centre, Plymouth, for these championships and the facilities again proved excellent. Many thanks, too, go to Skiworld, organisers of the forthcoming Alpine Championships, for providing substantial sponsorship for the event, and to Mountain Action of Plymouth for contributions of ski gear for prizes.

## Boxer takes on Mantle

ON board HMS Boxer in the Adriatic Admiral Sir Hugo White, Commander in Chief Fleet, presents the Mantle Cup to Mne Paul McMahon.

The cup is awarded annually for the best close-range shooting during operational sea training and in 1994/95 no-one bettered the record of HMS Boxer's Royal Marines detachment, kept in top line by CPO(M) Robbie Roberts, a former HMS Cambridge instructor. Mne McMahon succeeded in shooting a Rushon clean off the wire during Boxer's last shoot.

## Navy's best in 23 years at Methuen Cup

RANKED as one of the premier events of Service rifle shooting, the annual Methuen Cup match is contested by teams of six representing the Navy, Army, Air Force and Royal Marines, writes CPO N.J. Ball.

The Methuen Medal, awarded to members of the winning team, is prized second only to the Queen's Medal.

This year's event, the centenary match, was held at Bisley. The Royal Marines team, boasting five Queen's Medallists in its number, was evidence enough of the standard of competition.

RAF Personnel and Training Command set the pace with a seven point lead after the 300 yard Deliberate Shoot, but the Royal Irish Regiment and Marines came back strongly in the Fire with Movement phase to take the lead. Naval Air Command were in third place.

Stages 3 and 4 saw Close-quarter Snap and Rapid Practice and the Royal Irish increased their lead. Naval Air clawed back a little from the Royals, but Portsmouth Command's slide continued.

Air Command were at their best in the last stage, the 300 yard Snap, with the first three firers dropping just three points out of 30 shots to count. CPO Gary Lancefield (Daedalus) and AEM Mark Treadwell (Osprey) both scored maximums.

The Marines held steady but the gap between Air Command and themselves was closing, while the Royal Irish continued to go ahead.

Final result: 1, Royal Irish Regt; 2, Royal Marines; 3, Naval Air Command. That third place was the best result obtained by a Navy team in the last 23 years.



Admiral Sir Hugo White and Mne McMahon on board HMS Boxer.

## BRUM'S BIG NIGHT



HMS Birmingham's ship's company boxers gave an impressive performance at the Plymouth Command Novice Boxing Championships, held at HMS Drake. The Portsmouth-based Type 42 destroyer, currently refitting at Devonport, had a finalist in all six weight divisions.

With victories at heavy and super-heavyweight, Birmingham was awarded the overall Ships' Trophy,

and much of the credit must go to the squad's trainer-manager, CPO (Ops)(R) Michael Whitehouse.

Pictured, with Michael (standing right) and Birmingham's CO, Cdr Michael Evans (standing second left), are the finalists. Back (l-r): AB(R) Darren Junnier (super heavy), LWEM(R) Simon Massey (light heavy) and OM(AW)1 Chris Todd (heavy). Front (l-r): LWEM(R) David Pearson (middleweight), OM(C)1 Rodney Eaglesfield (welter) and AB(S) Andrew Codling (light welter).

## Clay club remoulded

WITH the scheduled closure of HMS Daedalus and the loss of its clay shooting facility, the establishment's clay pigeon club has amalgamated with its HMS Nelson counterpart, thus forming the biggest clay shooting club in the Royal Navy.

The club is based at the Navy's Tipner ranges and is open to all serving and retired Service personnel and MOD employees who live and/or work in the Portsmouth area.

Clay disciplines currently offered are – down the line, single and double rise; English skeet (a full skeet layout); and English sporting, with a full range of targets from a variety of manual and auto traps.

Beginners are actively encouraged to try this exciting and rapidly-growing sport. The club has its own shotguns for practice and a shotgun licence is not required for newcomers, unless they wish to bring their own guns to the range.

Costs are kept to a minimum – currently £5 is charged for 25 birds (targets), inclusive of clays and ammunition, or £2.50 for those using their own ammunition.

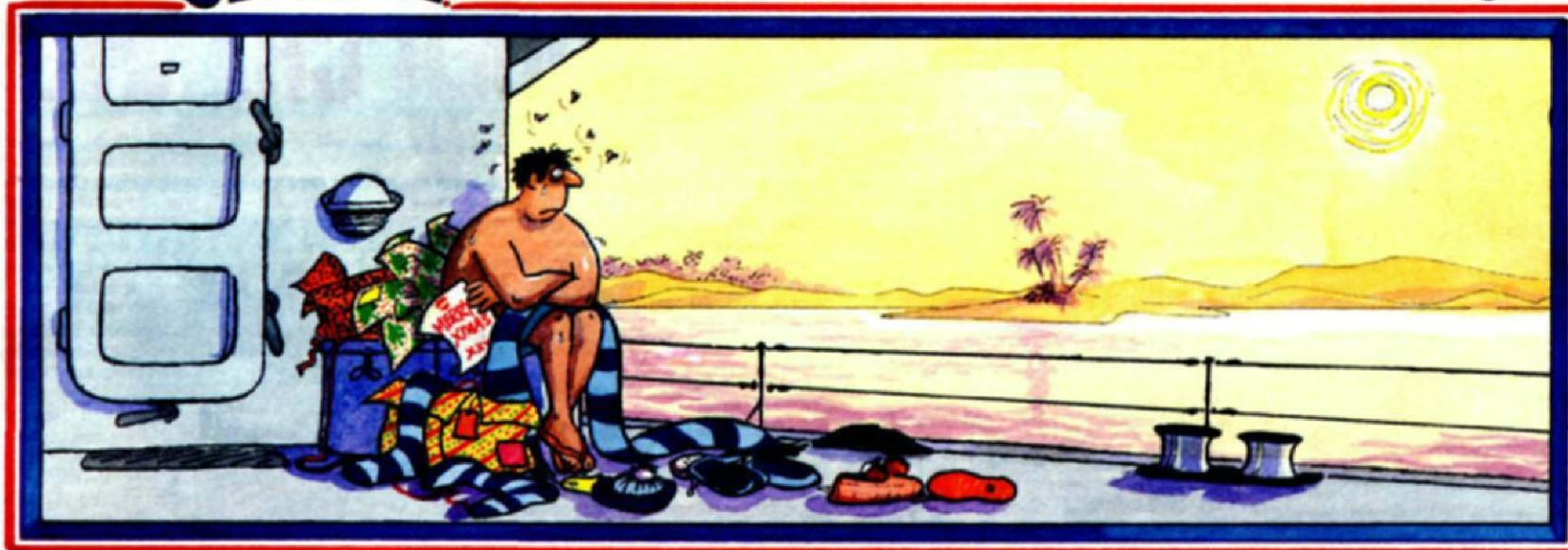
Club shoots take place once a fortnight on Sunday mornings at 0900. During the summer months there is also a practice session on Tuesday evenings from 1645 to 1945, at which personal tuition is available at reasonable cost. The club also shoots against other clubs in the area and further afield.

Anyone interested in learning more should contact Lt Cdr Pat Lambert on Portsmouth Naval Base ext 23270 or CPOWEA Bob Brewer PNB ext 23228.



JACK

BY TUGA



## Lusty leads Xmas duty list

DESPITE the signing of the Bosnia peace deal last month, it is business as usual for the aircraft carrier HMS Illustrious as she sails for the Adriatic in support of British troops on the ground.

Illustrious relieves her sister ship HMS Invincible in Gibraltar on December 6 and will continue to provide air support for operation deny flight and embargo operations off the former Yugoslavia.

Illustrious's commanding officer, Captain Jonathon Band, said: "It is our turn to take over from Invincible as the duty carrier and our commitment is the Adriatic until we are no longer required."

"My ship's company accept that there is a certain amount of uncertainty, but we have planned on the basis that we will be away for six months."

"It is a very complicated political and military situation out there and obviously, while one would always hope to be optimistic, the fact is that we have had disappointments in the Balkans before."

"There is no doubt that if peace comes to Bosnia and the Balkans generally through this peace accord, then of course it is the Government's wish to reduce British forces appropriately – certainly the maritime contribution would be assessed in that light."

### Emotional

He described the mood in the ship as 'remarkably boisterous' as she prepared to sail, and added: "Those who are married or have girlfriends are feeling more emotional but there are lads and lasses on board who just can't wait to go. It's what they joined up for."

Illustrious became the first carrier to go to Plymouth for a pre-deployment work-up since the move of Flag Officer Sea Training from Portland.

She takes passage with Sea Harriers and helicopters from 801, 820 and 849B Naval Air Squadrons embarked, with updated weapon systems to enhance their capability.

Other units of the Fleet deployed over Christmas are:

#### Warships

ANGLESEY, on fishery protection duties off the Scottish coast.  
ARUN, duty Northern Ireland patrol vessel.  
BEAVER, on Adriatic patrol, stand-off in Trieste.  
BRAVE, West Indies Guard Ship, stand off in Tampa, Florida.  
BRAZEN, at sea in the Adriatic.  
BRILLIANT, Gulf patrol, stand off in Mombasa, Kenya.  
BULLDOG, Gulf survey, stand off in Dubai.  
CHATHAM, Gulf patrol, stand off in Dubai.  
ENDURANCE, Antarctic patrol.  
LEEDS CASTLE, Falkland Islands patrol.  
LINDISFARNE, on fishery protection duties off the English coast.  
LONDON, Adriatic duties, stand off in Valetta.  
PEACOCK, duty Hong Kong patrol vessel.  
SPEY, duty Northern Ireland patrol vessel.  
TRIUMPH, at sea.  
WESTMINSTER, Falkland Islands patrol, Mare Harbour, East Falkland.  
Plus one Trident or Polaris submarine at sea on patrol.

#### Royal Fleet Auxiliaries

FORT GRANGE, Adriatic duties, stand off in Palma.  
GOLD ROVER, Falkland Islands duties, East Cove.  
OAKLEAF, West Indies tanker, stand off in Port Canaveral, Florida.  
OLWEN, Adriatic duties, stand off in Malta.  
RESOURCE, Adriatic duties, Split, Croatia.

#### Naval Air Squadron

845 NAS, one flight, Split, Croatia.

### Same ribbons

FROM this month junior Wrens serving in Royal Marines units will wear the same cap ribbons as male ratings – 'Royal Marines Unit' – instead of the RM cap badge on a scarlet flash formerly adopted.

## BEIRUT VISIT

● From front page November drew a warm welcome from the citizens of Beirut, unabashed by the Lebanese armed forces escort which, as a precaution, accompanied runs ashore.

Before her visit to Beirut, the ship took part in the multi-national exercise Bright Star which involved the Egyptian Navy as well as 40,000 troops ashore in the Egyptian desert.

The 17 war vessels which took part included the 85,000-ton aircraft carrier USS America, the French destroyer Jean Bart and Egyptian frigates with which the British ship worked closely.

HMS Cardiff is due to return to Portsmouth early this month after visits to Tunisia and Gibraltar.

● A Royal Navy commander on a Joint Forces exercise was among four British officers who saved three Egyptians from drowning in the sea near El Alamein.

Cdr Robin House joined an RAF group captain and two colonels in the rescue of the men who got into trouble while swimming up to 100yds from shore.

When the alarm was raised Cdr House was having lunch at a seafood restaurant with Grp Capt Dougie Barr, Lt Col Richard Carrow and Col Anthony Biggs. They had taken a break from Exercise Bright Star to attend an Armistice Day service at Alamein war cemetery.

The swimmers were helped out of the sea, two of them having to be revived by mouth-to-mouth resuscitation.

● Right: HMS Cardiff with the carrier USS America during Exercise Bright Star in the Eastern Mediterranean.

# AFC for Bosnia rescue pilot

THE PILOT of a Royal Navy Sea King helicopter in Bosnia has been awarded the Air Force Cross for saving the life of a British soldier during a hazardous rescue operation.



## Uncle Andy's 'andfull

WHEN HMS Monmouth arrived home at Devonport with HMS Sheffield last month at the end of their seven month Australasia 95 deployment, LPTI Andrew Holland found his nephew Kasey Barnett there to greet him for the first time.

Picture: LA/Photo Gary Hay

Lt Cdr John Snowball, who at the time was commander of 845 Naval Air Squadron's aircraft in former Yugoslavia, won the AFC "for his courageous leadership" during the operation a year ago.

His Sea King had been called out to help in the rescue of three British soldiers who had been injured in a mine explosion in central Bosnia.

He successfully co-ordinated the mission to recover the casualties while operating his aircraft in a narrow, fog-bound valley.

### Dogged

The citation states that despite the appalling weather, the skill, courage and dogged determination shown by Lt Cdr Snowball were instrumental in saving the life of a casualty.

He is also commended for achieving an exceptional performance in the air and on the ground during his tour of duty as detachment commander between August 1993 and March this year.

### Sea time for the Archbishop

AS Navy News went to press the Archbishop of Canterbury Dr George Carey was paying a four-day visit to the Navy, with time at sea in HMS Illustrious and HMS Northumberland and a full programme at Plymouth and Portsmouth. Story and pictures next month.

## Top award for 'Total Failure'

'TOTAL Structure Failure', a documentary that was "a milestone in drawing attention both nationally and internationally to sub-standard ships", has won a Channel 4 news team the Desmond Wetherill Maritime Media Award.

It went to Home Affairs producer Rob White and correspondent Rory Maclean.

In presenting the award – an engraved ship's decanter and £1,000 – Countess Mountbatten of Burma said the programme, together with earlier exclusive coverage of the discovery of the wreck of MV Derbyshire, had resulted in the Government appointing Lord Donaldson to look into the cause of the vessel's loss.

The presentation was hosted by the Maritime Foundation and held aboard HQS Wellington, the livery hall of the Honourable Company of Master Mariners.

### International

Nomination for the award – made annually in memory of the late naval correspondent of the Daily Telegraph – was made by the International Transport Workers Federation, representing 470 transport trade unions in around 120 countries.

Founded in 1896, it is organised in eight industrial sections – seafaring, docks, railways, road transport, civil aviation, inland navigation, fisheries and tourism services.

